

Quarterly Report

April - June 2021



July 30, 2021



Statutory Reporting Requirements

The RhodeWorks plan to repair roads and bridges was approved by the Rhode Island General Assembly and signed into law by Governor Gina M. Raimondo on February 11, 2016. The legislation (2016-H 7409Aaa, 2016- S 2246Aaa) creates a funding source that will allow the Rhode Island Department of Transportation (RIDOT) to repair more than 150 structurally deficient bridges and make repairs to another 500 bridges to prevent them from becoming deficient, bringing 90 percent of the State's bridges into structural sufficiency by 2025. Incorporated into the new legislation are the following reporting requirements: Statutory Reporting Requirements

RIGL 42-13.1-16. Reporting. – The department shall submit to the office of management and budget, the house fiscal advisor, and the senate fiscal advisor, a report on the progress of implementation of this chapter within thirty (30) days of the close of each of the fiscal quarters of each year. The reports shall also be posted on the department's website. The reports shall include, at a minimum:

- (1) Construction and design contracts of five hundred thousand dollars (\$500,000) or greater planned to be advertised in the upcoming federal fiscal year, their value and expected award date;
- (2) Construction and design contracts of five hundred thousand dollars (\$500,000) or greater awarded in the prior federal fiscal year, date of award, value, and expected substantial completion date;
- (3) Expected final cost of:
 - (i) Any construction contracts of five hundred thousand dollars (\$500,000) or greater that reached substantial completion in the prior federal fiscal year; and
 - (ii) Any design contracts of five hundred thousand dollars (\$500,000) or greater completed in the prior federal fiscal year; and
- (4) Total number of workers employed through the contract and the number of the workers in that total with a Rhode Island address.



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Dear Ms. Reynolds-Ferland, Messrs. Whitney and Womer:

RIDOT is pleased to submit the FFY 2021 Q3 RhodeWorks quarterly report.

This has been a productive quarter. Major projects such as the 6-10 Interchange, the Northbound Viaduct, and improvements to 22 bridges as part of the Route 37 improvements, have moved forward on time and on budget. All of this work has been done during a period when we faced funding uncertainties and a post-pandemic environment that is fragile at best.

We are moving Rhode Island's transportation infrastructure into a state of good repair at a pace unknown for the past fifty years and we are preparing for the future. The Department is responsible for more than just repair and replacement of the State's roads and bridges. This report highlights additional work taking place in mass transit, traveler safety, employee training, and operational efficiency improvements.

Even as we continue to make great strides in increasing the pace of project delivery, the State's bridges and pavement continue to deteriorate. To stay on track, RIDOT must execute the RhodeWorks ten-year plan, while making data-informed decisions to best ensure adherence to time and budget schedules.

This report highlights some of RIDOT's accomplishments during the quarter. Detailed project budgets and schedules follow in Insert A. Please do not hesitate to ask if you have any questions and thank you for your support.

Sincerely,

A handwritten signature in black ink, appearing to read 'Peter Alviti Jr.', is written over a horizontal line.

Peter Alviti Jr., P.E.

Director

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Key Accomplishments

Key Accomplishments

Planning / Project Management

- **Raise Grant application:** The Department submitted a grant application for the rebuilding the East Avenue Corridor. This includes the repair of two major bridges, resurface a major arterial roadway, upgrade signals and approve pedestrian safety and construct a protected bikeway in the median of RI -113.

Safety

- **Summertime Safety Media Campaign** – In June, RIDOT joined with AAA Northeast to promote the “100 Deadliest Days of Summer” campaign. The period between Memorial Day to Labor Day are marked as the “100 Deadliest Days” because of the higher-than-average rate of fatal accidents involving young drivers. This is a summer-long event which will be highlighted with social media posts, videos, and other events every day all summer, all related to teen driver safety.

Inter-Agency Support

- **COVID-19 Response Assistance** – As part of RIDOT’s continued support of DOH’s efforts during the COVID-19 pandemic, the upper floors of the parking facility have continued to be used as a drive-thru testing site. Approximately 400-500 vehicles pass through the garage daily for testing. Additionally, the RIDOT Maintenance Division continued to provide support services and resources to RIEMA, RIDOH, RISP, DEM, and the National Guard – variable messaging along State roadways, transporting supplies and equipment, providing traffic control devices (barrier, traffic cones, barrels, signs, message boards, stickers, safety vests, etc.), supporting logistics at RIEMA headquarters, updating and protecting the maintenance personnel. All while maintaining essential highway and bridge maintenance operations.

Maintenance

- **Clean Rhodes** – In April, RIDOT kicked off its new "Clean Rhodes" anti-litter initiative and highlight the #RIMillionPieces challenge. The Clean Rhodes program will offer new opportunities for businesses and volunteer groups to beautify Rhode Island's roads and keep them clean. RIDOT is also ordering new equipment to remove litter more efficiently. RIDOT spends \$800,000 annually to pick up trash on state roads. The #RIMillionPieces challenge is a grassroots effort led by Keep Blackstone Valley Beautiful to pick up 1 million pieces of litter by encouraging all Rhode Islanders to do their part.
- **Streetlights** – In this quarter, RIDOT sent letters to all 39 cities and towns offering to assume responsibility for local streetlights that are on state roads. This offer corrects a decades old legacy issue of uncertainty about which public entity is responsible for lights on state roads that are within city or town borders.

Transit

- **Providence-Newport Ferry** – In June, Governor Dan McKee joined state leaders to announce that the popular Providence-Newport Ferry is returning for its sixth consecutive summer season, beginning Friday, June 18 with four daily roundtrips seven days a week with weekend stops in Bristol. The current COVID-19 public health guidelines allow the Rhode Island Department of Transportation (RIDOT) to operate the ferry at full capacity this year.

Statutory Requirements

CONSTRUCTION

FFY20 AWARDS

STATUTORY REQUIREMENT: Construction Contracts \$500,000 or greater awarded in the prior fiscal year, date of awards, value, and expected substantial completion date.

CONSTRUCTION CONTRACTS AWARDED IN FFY 2020 (Oct. 1, 2019- September 30, 2020)

Construction Contract (Project Name)	Award Date (Mon-Year)	Value (\$M)	Exp. Completion Date (Mon-Year)
FFY 2020 1st Quarter - October 1, 2019 - December 31, 2019			
Bridge Group 03 - I-95 PAW	Oct-19	\$ 10.2	Jul-22
Bridge Group 12A - Sandy Bottom	Oct-19	\$ 5.2	Oct-23
Salt Storage Facility - EPR	Oct-19	\$ 2.1	Oct-20
Old Tower Hill Rd (Rt 108 - Rt 1)	Oct-19	\$ 2.3	Sep-20
Bridge Group 16B	Nov-19	\$ 3.2	Dec-21
Broad Street Regeneration	Dec-19	\$ 13.0	Jun-23
Bridge Group 17 - BUR, CUM, LIN, NPR, NSN, SMI	Dec-19	\$ 4.0	Apr-22
STC Miscellaneous Improvements 2019	Dec-19	\$ 1.7	Jun-21
Rt 44 - Taunton Ave (Rt 1A/114 - Mass S/L)	Dec-19	\$ 3.0	May-21
Subtotal		\$ 44.6	
FFY 2020 2nd Quarter - January 1, 2020 - March 31, 2020			
1R Improvements to Greene Lane	Jan-20	\$ 1.5	Sep-20
RT 115 Main St (RT 116 to Jackson Flat Rd)	Jan-20	\$ 1.6	Jun-21
Bridge Group 51A - Rt 37 C-2	Jan-20	\$ 58.2	May-23
Bridge Group 62 - Manville Br	Feb-20	\$ 7.0	Dec-21
Bridge Group 59A - Park Ave RR	Feb-20	\$ 6.9	Aug-22
I-95 Resurfacing Program, C-2B (Providence and Pawtucket)	Feb-20	\$ 4.5	Sep-20
Pell Bridge Ramps Phase I	Mar-20	\$ 6.3	Dec-21
Danielson Pk (Rt 102 - West Greenville Rd)	Mar-20	\$ 4.8	Sep-20
Subtotal		\$ 90.7	
FFY 2020 3rd Quarter - April 1, 2020 - June 30, 2020			
2020 PPEST C-1	Apr-20	\$ 1.6	Jul-20
2020 Rubberized Asphalt Chip Seal C-1	Apr-20	\$ 1.3	Jun-21
2020 Crack Sealing Limited Access C-1	Jun-20	\$ 1.4	Sep-20
Roadway Departure Mitigation 2020	Jun-20	\$ 2.3	May-21
Subtotal		\$ 6.6	
FFY 2020 4th Quarter - July 1, 2020 - September 30, 2020			
HSIP - Signalization of Allens Ave. C-5	Jul-20	\$ 3.1	Dec-21
Bridge Group 53 - Union Village RR	Jul-20	\$ 3.4	Apr-23
Bridge Group 43A - Mohegan Bridge	Jul-20	\$ 6.0	Apr-23
Bridge Group 75T - 5 - I-95 Viaduct NB	Jul-20	\$ 212.0	Sep-25
Rt 5 - Lambert Lind Hwy (Mayfield Ave - I-95)	Aug-20	\$ 14.1	Jun-23
HSIP Crosswalk & Signal Improvements 2020	Aug-20	\$ 1.4	Dec-22
HSIP - Crosswalk and Sign Enhancements	Aug-20	\$ 1.5	Jun-22
Route 1A, Old Post Rd Charlestown	Sep-20	\$ 0.9	Dec-20
STC Improvements 2020	Sep-20	\$ 1.0	Dec-21
Subtotal		\$ 243.3	
TOTAL		\$ 385.2	

Note: Value = the total construction value, except for design/build projects.

CONSTRUCTION
FFY20 COMPLETE

STATUTORY REQUIREMENT: Expected final cost of Construction Contracts \$500,000 or greater that reached substantial completion in the prior fiscal year, and the total number of workers employed through the contract and the number of workers in that total with a Rhode Island address.

CONSTRUCTION CONTRACTS AT SUBSTANTIAL COMPLETION IN FFY 2020 (Oct. 1, 2019 - September 30, 2020)

Construction Contract (Project Name)	Completion Date (Mon-Year)	Expected Final Contract Cost	Number of Workers	Number of RI Workers	% Share with RI Residence
FFY 2020 1st Quarter - October 1, 2019 - December 31, 2019					
Rt 44 - C-3B (RIDOT Maint Facility - W. Greenville Rd)	Oct-19	\$ 7.5	57	47	82%
Old Summit Rd & Susan Bowen Rd (Rt 117 - Rt 117)	Oct-19	\$ 0.6	18	17	94%
Blackstone River Bikeway - 8B-1	Oct-19	\$ 2.5	86	54	63%
Central Pk & Battey Meetinghouse Rd	Oct-19	\$ 3.3	25	25	100%
2019 Paver Placed Elastomeric Surface Treatment C-1	Oct-19	\$ 1.8	26	19	73%
2019 PPEST C-3	Oct-19	\$ 1.6	31	20	65%
Intersection Safety Improvements to Route 44/Smithfield Commons - Dual Left Turn Lanes	Oct-19	\$ 0.6	24	23	96%
2018 Statewide Intersection Safety Improvements	Oct-19	\$ 0.8	56	41	73%
Roadway Departure Mitigation - Horizontal Curve Enhancement-2018	Oct-19	\$ 1.1	23	6	26%
2019 Paver Placed Elastomeric Surface Treatment - Contract 2	Oct-19	\$ 3.3	17	15	88%
2019 Crack Sealing North & East C-1	Oct-19	\$ 0.7	2	2	100%
2019 Crack Sealing South & Central C-1	Oct-19	\$ 0.7	18	0	0%
Aquidneck Avenue HSIP	Nov-19	\$ 0.5	20	14	70%
I-195 Relocation, Gano St, Contract 18	Nov-19	\$ 1.6	86	59	69%
Bridge Group 12 - Central RI	Nov-19	\$ 6.0	53	30	57%
Bridge Group 38 - Rt 146 Corridor	Nov-19	\$ 7.4	47	34	72%
Bridge Group 38C - Geneva Pond	Nov-19	\$ 2.6	93	62	67%
Rt 78 (Rt 1 - Conn S/L)	Nov-19	\$ 3.4	50	39	78%
2019 Roadway Departure Mitigation	Nov-19	\$ 1.1	33	21	64%
Bridge Group 58E - Barbs Hill Rd	Dec-19	\$ 1.5	52	36	69%
Bridge Group 02T - 4 - Oxford St	Dec-19	\$ 8.9	89	65	73%
State Traffic Commission - Statewide Pedestrian and Intersection Safety Improvements	Dec-19	\$ 1.6	38	25	66%
State Traffic Commission Miscellaneous Improvements	Dec-19	\$ 1.9	50	43	86%
Bridge Group 57K - Big River	Dec-19	\$ 2.3	107	67	63%
Subtotal		\$ 63.2			
FFY 2020 2nd Quarter - January 1, 2020 - March 31, 2020					
Rt 146 Guide Signs - C-1 - North	Jan-20	\$ 1.5	50	20	40%
Metacom Avenue (Rt 136) HSIP	Feb-20	\$ 3.1	32	30	94%
Subtotal		\$ 4.6			
FFY 2020 3rd Quarter - April 1, 2020 - June 30, 2020					
2019 Rubberized Asphalt Chip Seal C-1	Apr-20	\$ 1.2	N/A	N/A	N/A
2019 Rubberized Asphalt Chip Sealing	Apr-20	\$ 1.7	N/A	N/A	N/A
Bridge Group 13A - Rt 146 C-1	Apr-20	\$ 4.4	131	106	81%
Bridge Group 09 - CRA, JOH	May-20	\$ 2.7	131	58	44%
Trestle Trail Bridges - West	Jun-20	\$ 2.8	83	63	76%
High Friction Surface I-95 S Curves	Jun-20	\$ 1.8	51	32	63%
Subtotal		\$ 14.6			
FFY 2020 4th Quarter - July 1, 2020 - September 30, 2020					
Bridge Group 16T - 13 - Woonasquatucket Br	Jul-20	\$ 6.7	155	108	70%
2020 PPEST C-1	Jul-20	\$ 1.6	45	31	69%
SRTS - C-3 (Smithfield, Woonsocket)	Jul-20	\$ 1.2	52	40	77%
Bridge Group 71 - Victory Hwy	Jul-20	\$ 12.3	103	60	58%
Bridge Group 09T - 8 - I-295 C-2	Jul-20	\$ 34.5	311	164	53%
Materials Lab - Quality Assurance	Jul-20	\$ 2.9	N/A	N/A	N/A
SRTS C-1 (Barrington)	Aug-20	\$ 1.1	51	35	69%
Bridge Group 37T-9 - I-295 CUM	Aug-20	\$ 16.4	301	169	56%
Bridge Group 75 - Rt 146 Louisiquisset Pk Ramp	Aug-20	\$ 3.7	136	80	59%
Bridge Group 06 - PVD	Aug-20	\$ 7.8	117	95	81%
Bridge Group 07T - 1 - I-95 Wood River Valley	Aug-20	\$ 12.1	233	126	54%
2020 Crack Sealing Limited Access C-1	Sep-20	\$ 1.4	43	0	0%
Bridge Group 15A - East Bay	Sep-20	\$ 6.5	170	77	45%
Bridge Group 59B - Centerville Rd	Sep-20	\$ 4.2	35	21	60%
1R Improvements to Greene Lane	Sep-20	\$ 1.5	67	47	70%
I-95 Resurfacing Program, C-2B (Providence and Pawtucket)	Sep-20	\$ 4.5	124	83	67%
Danielson Pk (Rt 102 - West Greenville Rd)	Sep-20	\$ 4.8	35	26	74%
Old Tower Hill Rd (Rt 108 - Rt 1)	Sep-20	\$ 2.3	107	62	58%
Subtotal		\$ 125.5			
TOTAL		\$ 207.9			

RIDOT is increasing efforts to ensure contractor compliance with Rhode Island Jobs reporting requirements.

Data sources: Monthly RIDOT Executive Summary Reports submitted by Turino, and PRISM Database, and current contract amounts as of 12/31/20

Note: RIDOT Continues to monitor costs post-substantial completion -- the construction value will be adjusted to reflect construction expenses related to punch lists and final close-out activities.

CONSTRUCTION

FFY22 PLANNED ADVERTISED

STATUTORY REQUIREMENT: Construction Contracts \$500,000 or greater planned to be advertised in the upcoming federal fiscal year, their value, and expected award date.

CONSTRUCTION CONTRACTS PLANNED TO BE ADVERTISED IN FFY 2022 (Oct. 1, 2021 - September 30, 2022)

Construction Contract (Project Name)	Expected Advertise Date	Construction Value (\$M)
FFY 2022 - October 1, 2021 - September 30, 2022		
2022 Crack Sealing Statewide C-1	FFY 22	\$ 2.0
2022 Paver Placed Elastomeric Surface Treatment C-1	FFY 22	\$ 2.2
2022 Rubberized Asphalt Chip Seal C-1	FFY 22	\$ 1.5
Bridge Group 04_R - Huntington	FFY 22	\$ 64.1
Bridge Group 13B - Rt 146 C-2	FFY 22	\$ 4.2
Bridge Group 14 - Rt 99	FFY 22	\$ 14.0
Bridge Group 33A - Providence St.	FFY 22	\$ 8.1
Bridge Group 37 - Mendon Rd.	FFY 22	\$ 6.7
Bridge Group 39 - Rt 146	FFY 22	\$ 15.2
Bridge Group 42A	FFY 22	\$ 5.4
Bridge Group 44_H - Nonquit	FFY 22	\$ 1.3
Bridge Group 45B_H - Kings Factory	FFY 22	\$ 2.6
HSIP East Bay 2021	FFY 22	\$ 1.5
HSIP - Intersection & Crosswalks East-South - 2022	FFY 22	\$ 2.7
HSIP - Intersection & Crosswalks Central-South - 2022	FFY 22	\$ 2.6
HSIP - North-Central	FFY 22	\$ 5.0
HSIP - Rt. 165 - High Risk Rural Roads	FFY 22	\$ 2.4
Salt Storage - Newport	FFY 22	\$ 1.6
TOTAL		\$ 143.1

NOTE: Removed the RT I-95 Interchange project as grant funding was not awarded to RI during this round

NOTE: The 2022-2031 Transportation Improvement Plan is in process to be approved by fall 2021. The 2022 list will be adjusted if any change to programming of projects in the list above.

STATUTORY REQUIREMENT: Expected final cost of Design Contracts \$500,000 or greater that reached substantial completion in the prior fiscal year, and the total number of workers employed through the contract and the number of workers in that total with a Rhode Island address.

DESIGN CONTRACTS COMPLETED IN FFY 2020 (Oct. 1, 2019 - September 30, 2020)

Design Contract (Project Name)	Completion Date (Month-Year)	Expected Final Contract	Number of Workers	Number of RI Workers	% Share with RI Residence
FFY 2020 1st Quarter - October 1, 2019 - December 31, 2019					
STATEWIDE TRAFFIC ENGINEERING STUDIES FOR THE STATE TRAFFIC COMMISSION	Oct-19	\$ 1.03	N/A	N/A	N/A
Subtotal		\$ 1.03			
FFY 2020 2nd Quarter - January 1, 2020 - March 31, 2020					
COMP BR IMP PROGRAM - GROUP 6 & GROUP 7	Jan-20	\$ 5.81	N/A	N/A	N/A
BICYCLE AND/OR PEDESTRIAN FACILITY ENHANCEMENTS PROGRAM	Jan-20	\$ 1.34	N/A	N/A	N/A
2015 PAVEMENT PRESERVATION PROGRAM - CONTRACT 2	Mar-20	\$ 1.21	N/A	N/A	N/A
Statewide High Hazard Intersections/Ramps - C3 / North	Mar-20	\$ 1.69	N/A	N/A	N/A
Subtotal		\$ 10.05			
FFY 2020 3rd Quarter - April 1, 2020 - June 30, 2020					
RECONSTRUCTION OF EAST MAIN ROAD (RTE 138)	Apr-20	\$ 3.61	N/A	N/A	N/A
HWY - RTE 138 RECONSTRUCTION, SOUTH KINGSTOWN	Apr-20	\$ 3.11	N/A	N/A	N/A
HWY - 1R HIGHWAY IMP PROGRAM - GROUP 1	Apr-20	\$ 3.08	N/A	N/A	N/A
HWY - 1R HIGHWAY IMP PROGRAM - GROUP 3	Apr-20	\$ 3.53	N/A	N/A	N/A
ON-CALL HSIP FINAL DESIGN CONSULTANT	May-20	\$ 1.21	N/A	N/A	N/A
COMP BR IMP PROGRAM - GROUP 5	May-20	\$ 0.91	N/A	N/A	N/A
HWY - ADA SIDEWALK	May-20	\$ 2.40	N/A	N/A	N/A
HWY - 1R HIGHWAY IMP PROGRAM - GROUP 2	May-20	\$ 3.53	N/A	N/A	N/A
Statewide High Hazard Intersections/Ramps - C8 / Metro South	May-20	\$ 0.50	N/A	N/A	N/A
ON-CALL DESIGN CONSULTANT FOR THE STATE TRAFFIC COMMISSION, CONTRACT 2	Jun-20	\$ 0.64	N/A	N/A	N/A
Subtotal		\$ 22.51			
FFY 2020 4th Quarter - July 1, 2020 - September 30, 2020					
HWY - DESIGN/RECONSTRUCTION OF J.T. CONNELL RD/CODDINGTON HWY.	Jul-20	\$ 0.84	N/A	N/A	N/A
COMP BR PROGRAM - GROUP 9 & 10	Jul-20	\$ 2.44	N/A	N/A	N/A
TRAFFIC CIRCULATION & CONCEPTUAL DESIGN FOR APPONAUG CIRCULATOR RD., WARWICK	Jul-20	\$ 8.09	N/A	N/A	N/A
2015 INTERSTATE ROUTE 95 RESURFACING PROGRAM - CONTRACT 1	Aug-20	\$ 0.52	N/A	N/A	N/A
ON-CALL TRAFFIC CONSULTANT C-2	Sep-20	\$ 1.31	N/A	N/A	N/A
Subtotal		\$ 13.19			
TOTAL		\$ 46.78			

Note: RIDOT does not currently collect full employment and payroll information from contractors and subcontractors on design contracts as this was not a legislated requirement prior to RhodeWorks. As such, RIDOT does not currently have sufficient information about the number of unique employees per project or employee state of residence. RIDOT is developing a methodology to capture this information in the future.

Data sources: RIDOT Financial Management System

DESIGN

FFY20 AWARDS

STATUTORY REQUIREMENT: Expected final cost of Design Contracts \$500,000 or greater awarded in the prior fiscal year, date of awards, value, and expected substantial completion date.

DESIGN CONTRACTS AWARDED IN FFY 2020 (Oct. 1, 2019 - September 30, 2020)

Design Contract (Project Name)	Award Date (Mon-Year)	Value (\$M)	Exp. Completion Date (Mon-Year)
FFY 2020 1st Quarter - October 1, 2019 - December 31, 2019			
On-Call Bridge Preservation Task Order Program-C1	Oct-18	\$ 4.6	Oct-21
On-Call Bridge Preservation Task Order Program-C2	Oct-18	\$ 4.6	Oct-21
On-Call Bridge Preservation Task Order Program-C3	Oct-18	\$ 4.6	Oct-21
Subtotal		\$ 13.7	
FFY 2020 2nd Quarter - January 1, 2020 - March 31, 2020			
Subtotal		\$ -	
FFY 2020 3rd Quarter - April 1, 2020 - June 30, 2020			
Subtotal		\$ -	
FFY 2020 4th Quarter - July 1, 2020 - September 30, 2020			
Subtotal		\$ -	
TOTAL		\$ 13.7	

DESIGN**FFY22 PLANNED**

STATUTORY REQUIREMENT: Design Contracts \$500,000 or greater planned to be advertised in the upcoming federal fiscal year, their value and expected award date.

DESIGN CONTRACTS PLANNED TO BE ADVERTISED IN FFY 2022 (Oct. 1, 2021 - September 30, 2022)

Design Contract (Project Name)	Award Date (Mon-Year)	Value (\$M)	Exp. Completion Date (Mon-Year)
FFY 2022 -- October 1, 2021 - September 30, 2022			
*	*	\$ -	*

Note: At this time, the planning of FFY 2022 Design contracts are in process. Anticipated contract advertisements will be identified in upcoming quarterly reports upon finalization.

PLANNING
GRANTS

STATUTORY REQUIREMENT: All federal, discretionary and any other grants that the department has applied for and the status of that application and identify any changes from the prior report. For any grants that require a state match, the department shall identify if the source for the state's match is available under currently authorized funding.

GRANTS/DISCRETIONARY FUNDS (FFY 2016 - Present)
AWARDED

Project Description	Project Type	Source	Application Year	Grant/Discretionary Award (\$M)	% of Project Cost	Matching Funds Available via Curr. Auth. Funding?
*2016 August Redistribution	Bridge/Hwy/Traffic/Transit	Formula Funds	FFY 2016	\$ 11.4	N/A	Yes
Pawtucket/Central Falls Commuter Rail Station Project	Transit	TIGER	FFY 2016	\$ 13.1	32.8%	Yes
*2017 August Redistribution	Bridge/Hwy/Traffic/Transit	Formula Funds	FFY 2017	\$ 17.3	N/A	Yes
*2018 August Redistribution	Bridge/Hwy/Traffic/Transit	Formula Funds	FFY 2018	\$ 25.9	N/A	Yes
Route 37 Corridor Safety Sweep Project	Hwy, Bridge	TIGER	FFY 2018	\$ 20.0	45.4%	Yes
Smarter, Simpler Roads for the Newport Innovation Corridor	Hwy	BUILD	FFY 2018	\$ 20.0	30.3%	Yes
TF Green Airport Intercity Rail Service Preliminary Engineering	Rail	FRA	FFY 2018	\$ 2.8	80.0%	Yes
*2019 August Redistribution	Bridge/Hwy/Traffic/Transit	Formula Funds	FFY 2019	\$ 19.6	N/A	Yes
Transforming the Providence I-95 Northbound Viaduct	Hwy, Bridge	INFRA	FFY 2019	\$ 60.4	24.1%	Partial
Providence Station State of Good Repair and Capacity Project	Rail	FRA	FFY 2019	\$ 12.5	50.0%	Yes
Uncontrolled Midblock Crosswalk Enhancement Project	Traffic Safety	AID	FFY 2019	\$ 1.0	83.3%	Yes
Washington Bridge Rehab and Redevelopment Project	Hwy, Bridge	BUILD	FFY 2019	\$ 25.0	35.7%	Patial
*2020 August Redistribution	Bridge/Hwy/Traffic/Transit	Formula Funds	FFY 2020	\$ 29.3	N/A	Yes
Safety and Congestion Improvements on Rt. 146	Hwy, Bridge	INFRA	FFY 2020	\$ 65.0	43.3%	Partial
Final Link in the 'Missing Moves' and Quonset Connector Ramps	Planning	BUILD	FFY 2020	\$ 4.0	80.0%	Yes
Opening the Cranston Canyon	Hwy, Bridge	BUILD	FFY 2020	\$ 21.3	25.1%	Partial
Total				\$ 348.6		

THUD Appropriations

Project Description	Project Type	Source	Year	Grant Award (\$M)	% of Project Cost	Matching Funds Available via Curr. Auth. Funding?
Henderson	Bridge	THUD	FFY 2019	\$ 69.0	78.0%	Yes
Huntington Viaduct	Bridge	THUD	FFY 2021	\$ 50.0	52.6%	Yes

PENDING

Grant Application Description	Project Type	Source	Year	Grant Request (\$M)	% of Project Cost	Matching Funds Available via Curr. Auth. Funding?
*2021 August Redistribution Request	Bridge/Hwy/Traffic/Transit	Formula Funds	FFY 2021	\$ 60.7	N/A	Yes
Rebuilding the East Avenue Corridor	Hwy, Bridge	RAISE	FFY 2021	\$ 65.0	38.5%	N/A

NOT AWARDED

Grant Application Description	Project Type	Source	Application Year	Project Cost (\$M)	% of Project Cost
Route 6/10 Interchange	Hwy, Bridge	FASTLANE	FFY 2016	\$ 595.0	N/A
Route 6/10 and Interstate Route 95 Interchange Project	Hwy, Bridge	FASTLANE	FFY 2017	\$ 226.1	N/A
The Providence Viaduct Northbound Project	Hwy, Bridge	INFRA	FFY 2018	\$ 342.9	N/A
Route 6/10 Interchange Grade Separation Improvements Project	Rail	FRA	FFY 2018	\$ 69.5	N/A
Uncontrolled Midblock Crosswalk Enhancement Project	Traffic Safety	AID	FFY 2019	\$ 1.3	N/A
NEC Regional Rail Plan	Transit	FRA / CRISI	FFY 2020	\$ 3.8	N/A
I-95 'Missing Move' and Quonset Ramps Construction	Hwy, Bridge	INFRA	FFY 2021	\$ 100.0	N/A

NOTE: This page has been added as a new statutory reporting requirement based on the passage of the 2022 State Fiscal Budget. Going forward any changes to the data reflected on this page will be noted in this section.

NOTE: *August Redistribution – RI takes advantage of unobligated federal formula funds that remain unclaimed by other states. Match requirements determined at the time of award notification to states (annually late August)

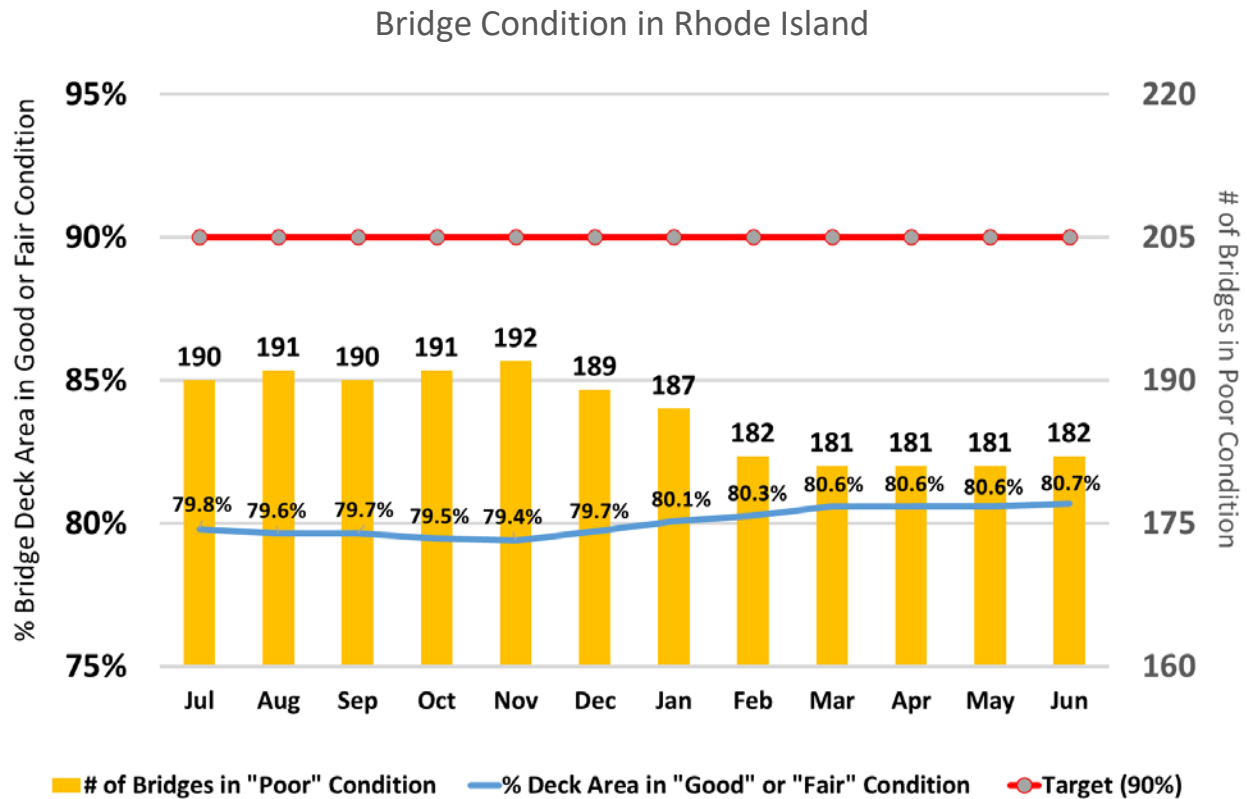
NOTE: THUD Appropriation is a one time discretionary award with little advance notification

NOTE: Pending - Total match requirements if awarded will be determined at the time of grant award

Operations

Bridge Condition

In 2021, Rhode Island's bridge condition ranking improved two spots, from last place – past West Virginia and Iowa – to 48th place for the percentage of its bridge inventory in good or fair condition (based on 2020 data). The following chart details bridge conditions through the third quarter of FFY 2021. RIDOT is in the process of evaluating current funding uncertainties and their impacts on achieving federal bridge condition standards.



All Bridges total = 1,191 All Bridges Deck Area = 8.62 million square feet

RIDOT's Ten Year Plan calls for increased expenditures on bridge preservation activities in addition to expenditures on bridge reconstruction. As seen in the chart below, one bridge was removed from the poor condition list during this past quarter; during the same period, two bridges were deemed to be in poor condition upon inspection.

Bridges Removed from "Poor Condition" List (Repaired, Replaced, or Removed) Q3 FFY 2021

Q3		
Apr-Jun 2021	The Woody Hill South Bridge 102901 which passes over Moscow Pond in Hopkinton	193 sq ft
Subtotal		193 sq ft

Bridges Added to the "Poor Condition" List in Q3 FFY 2021

Q3		
Apr-Jun 2021	The Unnamed Stone Arch Bridge 039901 which passes over Mill Canal in Coventry	724 sq ft
	The Slocum 2 Bridge 129701 in Exeter	325 sq ft
Subtotal		1,049 sq ft
Net Change		-856 sq ft

Note: The chart to the left, while generated from bridge software, is meant to solely be a list of bridges and is only one piece of the information used to generate the "Bridge Condition in Rhode Island" chart.

The Rhode Island Department of Transportation aims to maintain and provide a safe and efficient transportation network. A key component of this is ensuring that the pavement on State roads is properly managed and maintained. There are a variety of pavement treatments that can be utilized, depending on the needs of the roadway and the availability of funds. Pavement projects derive from RIDOT's pavement preservation and capital programs, and are based on strategic asset management.

Pavement Preservation Program - Pavement Preservation extends the service life of roadways by making a pavement surface less permeable to reduce water penetration through cracks, which weaken the foundation soils and deteriorates the pavement. Current treatments include crack sealing, asphalt rubber chip seals and thin overlays or PPEST. Pavement preservation techniques can extend the service life of the road up to ten years.

- **Crack Seal** - a relatively easy and lower-cost operation that prevents water from penetrating into the asphalt pavement to prevent further cracking, base failures, and overall deterioration of the roadway. RIDOT uses a rubberized asphalt liquid to seal joints and cracks to extend the pavement's functional life.
- **Rubberized Chip Seal** – a pavement preservation treatment that combines a 20 percent rubber modified asphalt liquid binder and an asphalt coated aggregate primarily as a flexible waterproof wearing surface. The application improves skid resistance, renews aging surfaces, fills micro-cracks, and seals and waterproofs the pavement.



- **Thin Overlay (Paver-Placed Elastomeric Surface Treatment - PPEST)** – a one inch thick, gap graded hot mix with a modified asphalt cement. The modified asphalt greatly improves the mix's flexibility resulting in a more crack-resistant pavement.

Pavement Capital Program – For some roads, preservation treatments may not be appropriate, and resurfacing or full-depth reclamation may be necessary. These projects are included in the the pavement capital program.

- **Resurfacing** – pavement rehabilitation process of milling off the top layer of existing pavement to a specified depth (1-2") and replacing this layer with a new hot mix asphalt riding surface. In some cases, roads are simply overlaid.
- **Full-Depth Reclamation (FDR)** – FDR is a pavement rehabilitation process where the road base is reconstructed by pulverizing the existing asphalt pavement and the gravel base materials mixing them with a stabilizing agent designed to strengthen the base. FDR uses in-place materials in a true recycling process that provides long term improvement for severely distressed roads, thus extending surface life after surfacing.

2021 Pavement Preservation

The FFY 2021 Pavement Preservation program includes over 150 miles of PPEST, chip seal, and crack seal projects.

These charts provide an inventory of pavement preservation projects planned for the 2021 construction season:

Rubberized Asphalt Chip Seal

Municipality	Road Name	Road Limits	Miles
Jamestown	Beavertail Road	Southwest Ave & Hamilton Ave to Beavertail State Park	2.6
Narragansett, S. Kingstown	Succotash Road	US-1 to end in Jerusalem	2.6
Tiverton	Bulgarmarsh Road	Rt. 77/Main Rd to Mass State Line	3.5
Total			8.7

Thin Overlay (PPEST)

Municipality	Road Name	Road Limits	Miles
Cranston	Dean Parkway	Meshanticut Valley Pkwy to Budlong Rd	0.3
Cumberland	Diamond Hill Road	Bear Hill Rd to Hines Rd	1.4
Narragansett	Bridgetown Road	Boston Neck Rd to Narrow River	0.6
North Kingstown	Tower Hill Road	West Main St. to RI 4	2.4
Narragansett	Boston Neck Road	100' from Pavement Joint at House #720	0.0
Narragansett	Boston Neck Road	200' from Pavement Joint at House #800	0.0
Providence	India Point Ferry Parking	Parking Facility	0.0
Total			4.9

Crack Seal - FFY 2020 Work to be Completed

Municipality	Road Name	Road Limits	Miles
Charlestown/Richmond	Old Shannock Road	RI-2 to Rt 112	1.8
Coventry	Harkney Hill Road	Weaver Hill Road to Phillips Hill Road	1.9
E. Greenwich	S. County Trail	RI-402 to RI-4	0.9
E. Greenwich/W. Greenwich	Division Road	RI-2 to New London Turnpike	3.1
Hopkinton	Wincheck Pond Road	RI-138 to RI-138	0.3
Hopkinton	Camp Yawgoo Road	RI-138 to End	0.6
Hopkinton	High Street	Laurel Street to Conn S/L	0.9
Johnston	Hopkins Avenue	Windsor Ave to Hartford Ave (US 6)	1.4
Narragansett	Great Island Road	E Shore Rd to Galilee Escape Rd.	0.4
Narragansett	Beach Street/Ocean Road	RI-108 to Narragansett Ave	4.8
Narragansett	Knowles Way	RI-108 to Ocean Rd	0.4
Narragansett	Sand Hill Cove Road	Great Island Rd to RI-108	1.2
Narragansett	Point Judith Road	South Pier Road to Ocean Road	4.2
Narragansett	Boston Neck Road	North Kingstown T/L to Old Boston Neck Road	3.7
Narragansett	Boston Neck Road	Old Boston Neck Rd to Sprague Br ** (Shoulders Only)	0.5
Narragansett	Kingstown Road	RI-108 to Strathmore Rd	1.0
N. Kingstown	Ten Rod Road	RI-4 to Us 1	2.5
Scituate	Plainfield Pike	East End Of Causeway to RI-116	1.1
Scituate	Chopmist Hill Road	Danielson Pk to RI-101	1.2
S. Kingstown	Kingstown Road	Upper College Rd to Fairgrounds Rd	1.9
Warwick	Post Road	Post Rd Ext to RI-113	0.7
Warwick	Main Avenue	RI-5 (Greenwich Ave) to Gorham Ave	1.1
Warwick	Post Road	Walmart Entrance to RI-117 (Warwick Ave.)	0.6
Warwick	Ives Road	Forge Rd to Rocky Hill School Entrance	1.6
Warwick	Main Avenue	Buttonwoods Ave to RI-117	0.4
Warwick	West Shore Road	Post Rd to Buttonwoods Ave	1.2
W. Greenwich	Division Road	RI-3 (Noose Neck Hill Road) to East Greenwich T/L	3.2
W. Warwick	Providence Street	RI-33 to New London Ave	0.7
Total			43.3

FFY 2021 Crack Seal

Municipality	Road Name	Road Limits	Miles
Charlestown	Old Post Road	US-1 at West End to Ninigret Park Entrance	0.4
Charlestown	Carolina Back Road	Rt 2/South County Trail to Rt 91/Alton Road	2.2
Charlestown	Narragansett Trail	Kings Factory Road to End	0.5
Charlestown/Westerly	Post Road	Mile Marker 3.0, Westerly to Tamanaco Drive, Charlestown	6.6
Exeter	Ten Rod Road	Forest Hills Road to Sunderland Road	2.6
Exeter	South Road/Slocumville Road	Rt 102/Ten Rod Road to Rt 2/South County Trail	2.1
Exeter	Mill Pond Road	Railroad Avenue to Yawgoo Valley Road	0.9
Exeter	Dorset Mill Road	Mill Pond Road to Cul-De-Sac at End	0.1
Exeter	Austin Farm Road	I-95 to Black Plain Road	0.3
Exeter/W. Greenwich	Escoheag Hill Road	Rt. 165/Ten Rod Road to Molasses Hazard Road	1.6
Hopkinton	Spring Street	Nooseneck Hill Road to Soap House Lane (South)	0.2
Hopkinton	Spring Street	Wincheck Pond Road (South) to Camp Yawgoog Road	0.1
Hopkinton	Alton Bradford Road	Collins Road to Ashaway Road/Rt. 216	2.3
Hopkinton	High Street	Rt. 3/Nooseneck Hill Road to Laurel Avenue	0.2
Hopkinton	Gray Lane	Wellstown Road to 200 Yd From End at I-95	0.4
Hopkinton	Laurel Street	High Street/Rt. 216 to Palmer Street	0.2
Hopkinton	Nooseneck Hill Road/Main Street	Lawton Foster Road South to Mechanic Street	3.6
Hopkinton/Richmond	Nooseneck Hill Road	Rt. 138/Main Street to Mechanic Street (Hopkinton)	0.9
Hopkinton/Richmond	Switch Road & Mechanic Street	Old Switch Road South to Old Switch Road North	1.2
Hopkinton/Richmond	Bridge Street	Rt. 3/Nooseneck Hill Road to Square	0.2
Hopkinton/Richmond	Skunk Hill Road	Arcadia Road to Rt. 3/Nooseneck Hill Road, Richmond	0.6
Jamestown	Conanicus Avenue	East Shore Road to High Street Walcott Avenue	1.2
Jamestown	Hamilton Avenue	Walcott Avenue to Southwest Avenue	0.7
Jamestown	Southwest Avenue	Hamilton Avenue to Narragansett Avenue	0.6
Jamestown	Narragansett Avenue	Grinnell Street to Conanicus Avenue	0.2
Little Compton	Sackonnet Point Road	West Main Road to End	1.5
Little Compton	Pottersville Rd & Mullen Hill	Long Hwy to Mass State Line	1.6
Little Compton	Main Street	Colebrook Road/ Stone Church Road to Mass State Line	0.3
Little Compton/Tiverton	Crandall Road	Main Street (Adamsville) to Bulgarmarsh Road	5.2
Middletown	East Main Road	Wyatt Road to Bailey Brook Bridge	0.8
Middletown	West Main Road	Coddington Hwy to John Kesson Lane	2.2
Narragansett	Ocean Road	Beach Street to Old Ocean Road/Rt. 108	4.8
Narragansett	Ocean Road & Old Point Judith	Rt 108 to End	0.8
Narragansett	Point Judith Road	Southern End to Sea Lea Drive	0.7
Narragansett	Great Island Rd & Gallilee Connector	Loop In Gallilee	0.5
Narragansett	Sand Hill Cove Road	Gallilee Connector Road Loop to Point Judith Road/Rt. 108	1.2
Narragansett	Pt. Judith Road	Sea Lea Dr to Rotary At Kingstown Road	3.8
Narragansett	Kingstown Road	Rt. 108 Rotary to Narragansett Avenue	1.0
Narragansett	Narragansett Avenue	Kingstown Road to Beach Street	0.3
North Kingstown	Railroad Avenue	Exeter Road to Mill Pond Road	1.1
North Kingstown	Rt. 138	US-1 to US-1A	2.1
North Kingstown	West Main Street	US-1/Tower Hill Road to Roosevelt Avenue/Park Entrance	0.1
North Kingstown	Boston Neck Road	Brown Street/Phillips Street to Beach Street	0.3
North Kingstown	Boston Neck Road	Rt. 138 Westbound Ramp to Ferry Road	1.4
North Kingstown	Post Road	Richard Smith Dr. to Chadsey Road	2.1
North Kingstown	Devil's Foot Road	Sachem Road to School Street	0.5
North Kingstown	Devil's Foot Road & Davisville	School Street to East Greenwich Town Line	0.9
Portsmouth	West Main Road	Locust Avenue to Lane Split South Of Rt. 24 Nb On-Ramp (North Of)	1.7
Portsmouth	Boyds Lane	Rt. 138/East Main Road to Park Avenue	0.4

Continued on Next Page

2021 Pavement Preservation

FFY 2021 Crack Seal (continued)

Municipality	Road Name	Road Limits	Miles
Portsmouth	Park Avenue	Norsemen Dr to Boyds Lane	0.2
Portsmouth	Turnpike Avenue	Rt. 138/East Main Road to Rt. 114/West Main Road	1.0
Portsmouth	Schoolhouse Lane	Middle Road to Rt. 138/East Main Road	0.4
Portsmouth	Chase Lane	Park Avenue to Boyd Lane	0.4
Richmond	Kingstown Road	Riverhead Building Supply to I-95	0.4
Richmond	Main Street	I-95 to Rt. 3/Nooseneck Hill Road	0.6
Richmond	Kingstown Road	Richmond Elementary School to Riverhead Building Supply	1.4
Richmond	Church Street	Westerly Town Line to Switch Road	1.5
Richmond	Switch Road	Rt 91/Alton Road to Woodville Road	1.6
Richmond/S. Kingstown	Old Esquapaug Road (E-W Rd)	RI 138 to Glen Rock Road	0.1
S. Kingstown	Main Street/Post Road	RI 108 to US 1	2.0
S. Kingstown	Post Road	US-1 to Old Post Road	0.7
S. Kingstown	Old Post Road	Post Road to Main Street	0.4
S. Kingstown	Post Road & Main Street	Old Post Road to High Street	0.1
S. Kingstown	Main Street	High Street to Rt. 108/Kingstown Road	0.1
S. Kingstown	Kingstown Road	Narragansett Town Line to North Road	1.4
S. Kingstown	Kingstown Road	Kersey Road to North Road (Through Peacedale)	0.4
S. Kingstown	Kingstown Road	Dam Street to Rt 138/Mooresfield Road	1.9
S. Kingstown	Ministerial Road	US-1 to Tuckertown Road	2.2
Tiverton	Main Road	Highland Road to Highland Road	1.5
Tiverton	Main Road	East Road to Anthony Way	1.7
Tiverton	Nannaquacket Road	Main Road/Rt. 77 to Main Road/Rt. 77	1.7
Tiverton	East Road	Rt 77/Main Road to Stone Church Road	1.6
Tiverton	Stone Church Road	East Road to Sylvia Road	0.5
Tiverton	Old Stafford Road	Stafford Road to Stafford Road	0.4
Tiverton	Riverside Dr	Rt 77/Main Road to Sakonnet River Bridge	0.4
Tiverton	Canning Blvd	Stafford Road Roundabout to Mass State Line	0.2
Tiverton	Fish Road	Beth Road to Mass State Line	1.2
Tiverton	Main Road	Mass State Line to John Street.	2.3
Warwick	Main Avenue	Buttonwoods Avenue to RI 117	0.4

Total 93.8

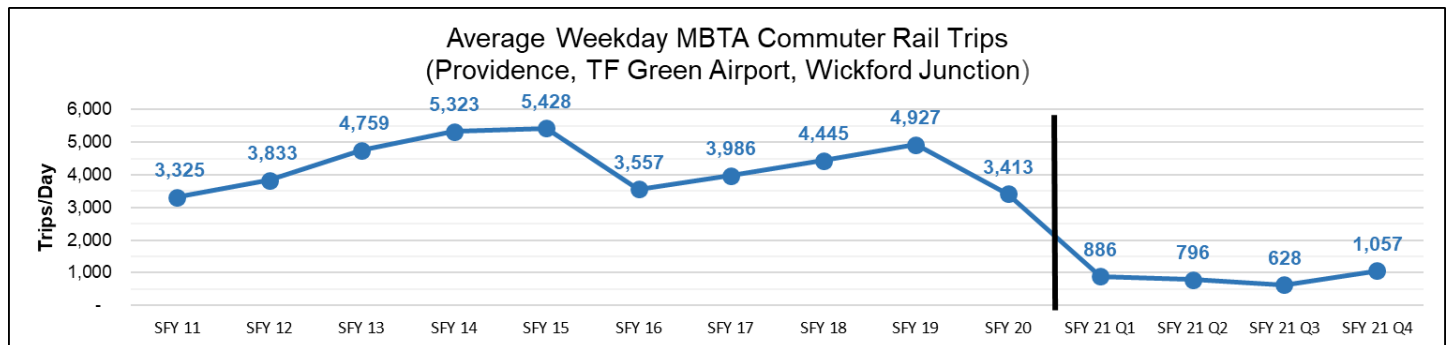
The Transit Operations Program consists of various operational activities necessary for ongoing commuter rail and the seasonal ferry service. RIDOT operating expenses include Amtrak's Northeast Corridor access fee, liability insurance, MBTA operations, station operations, and marketing. Commuter rail operating expenses are funded with federal Congestion Mitigation and Air Quality (CMAQ) funds among other sources. Current MBTA operations are funded with Federal Transit Administration (FTA) State of Good Repair funds for capital improvements along the MBTA's Providence line in exchange for service.



Beginning in early April 2021, the MBTA implemented a new schedule that restored ten round trips between Providence and Wickford Junction (up from two in the prior quarter). Ridership had a significant jump relative to other post-pandemic quarters but still lagged behind pre-pandemic numbers (down 79 percent from SFY 2019). Besides an improved schedule, other factors that may have influenced ridership gains include more vaccinations, relaxed COVID-related restrictions, and a general return of auto congestion in Boston and Providence metro areas.

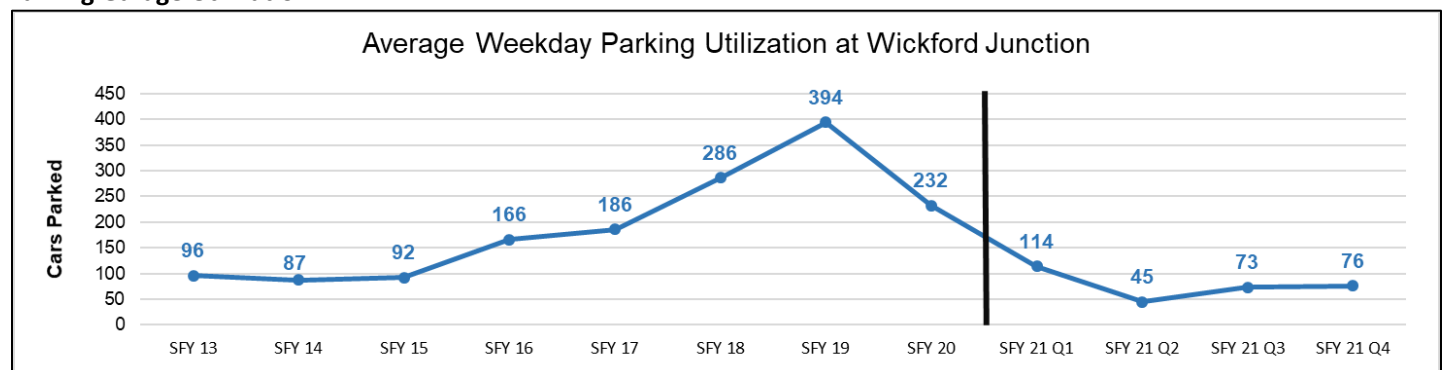
As part of RIDOT's continued support of DOH's efforts during the COVID-19 pandemic, the upper floors of the parking facility have continued to be used as a drive-thru testing site. Approximately 400-500 vehicles pass through the garage daily for testing. Commuter use has remained level as URI-related usage reduced with the end of classes and commuter rail ridership increased.

Commuter Rail Ridership



Definition: Quarterly weekday ridership counts and estimates of MBTA trips at the Providence, T.F. Green Airport, and Wickford Junction commuter rail stations (counts include both boardings and alightings)

Parking Garage Utilization



Definition: Average daily (weekday only) counts of the number of cars parked at the Wickford Junction garage

Ridership and Garage Utilization Data Sources: MBTA Blue Book, MBTA operator estimates, RIDOT quarterly counts, RIDOT partial counts, observations (SFY20 Q4), and Wickford Junction operator transactions.

Safety

The Office on Highway Safety (OHS) began the third quarter of FFY 2021 by conducting a comprehensive review of “final” FFY 2020 crash data. By federal regulation, the department is charged with projecting traffic safety trends for the upcoming fiscal year. These target setting exercises better prepare RIDOT to align programs and funding to support proven countermeasures to move Rhode Island towards the goal of **zero** fatalities.

During this quarter, RIDOT joined with AAA Northeast to promote the “100 Deadliest Days of Summer” campaign. The period between Memorial Day to Labor Day are marked as the “100 Deadliest Days” because of the higher-than-average rate of fatal accidents involving young drivers. This is a summer-long event which will be highlighted with social media posts, videos, and other events every day all summer, all related to teen driver safety.

Another media campaign was created this quarter to remind Rhode Islanders that wearing motorcycle helmets saves lives. The campaign also cautions motorcycle operators to never drink and ride. Currently, we are tracking eight motorcycle fatalities through the first half of 2021, which is a particularly high compared to historical averages. During the next few months, motorcycle riding typically increases. These media messages will serve as important safety reminders.

Every April and May, OHS accepts, reviews, and approves programming grant applications from traffic safety stakeholders. By federal regulation, the department is required to use our developed safety targets to create an annual highway safety plan (HSP). We approve and support grant applications which dedicate programming efforts and expertise that duplicate proven countermeasures to identified problem areas and targeted performance measures. The plan is submitted to NHTSA by July 1. Once approved stakeholders and other traffic safety partners are notified and the official HSP comes alive with active community activation on October 1 of every year.

Law Enforcement training continues to be a priority of OHS. As the municipal police training academy continues to recruit and train new recruits, OHS will assist with specific training dedicated to identifying impaired drivers. Our team shares proven deterrents and best practices for law enforcement officers to implement. During this past quarter, a pedestrian safety training was held virtually. This training recognizes the importance of training law enforcement agencies the best way to alert drivers and pedestrians to create safer road crossing which will save lives and decrease serious injuries.

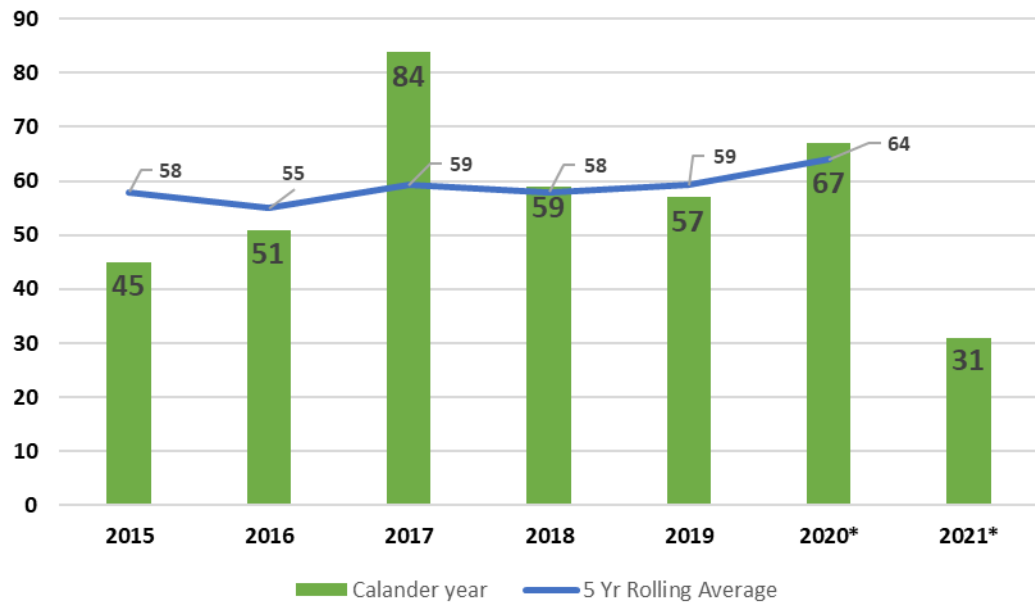
RIDOT remains focused on making State roadways a safe place for all pedestrians, bicyclists, and drivers. “Towards zero fatalities” is not just a catch phrase for RIDOT, it is a place we are determined to get to on behalf of all families. We look forward to an active summer of increasing safety measures on all Rhode Island roadways.

FARS FATALITIES BY PERSON TYPE 2014-2021

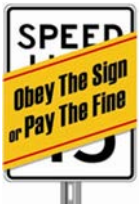
PERSON TYPE	2014	2015	2016	2017	2018	2019	2020* (prelim.)	2021* (prelim.)
Motor Vehicle Occupants	25	28	31	50	30	36	35	20
Motorcyclists	10	9	4	11	18	13	13	8
Pedestrians	14	8	14	21	7	8	17	3
Bicyclists	0	0	2	2	1	0	2	0
ATV	1	0	0	0	2	0	0	0
Person on Personal Conveyance	1	0	0	0	1	0	0	0
Unknown Person Type	0	0	0	0	0	0	0	0
TOTAL	51	45	51	84	59	57	67	31

Note: Per Federal Rule, fatality data remains in “preliminary” status for 12 months following the close of calendar year.

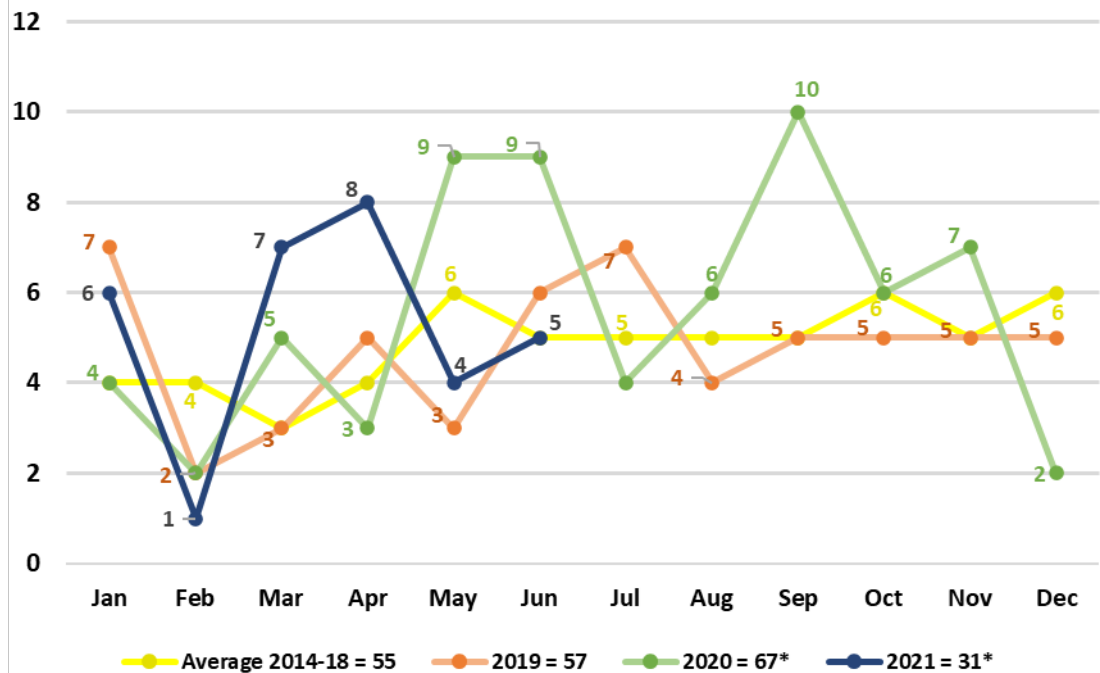
Traffic Fatalities by Year



*Per federal rule, fatality data remains in preliminary status for 12 months following the close of calendar year.



Traffic Fatalities by Month



*Per federal rule, fatality data remains in preliminary status for 12 months following the close of calendar year.

Maintenance and Operations

The RIDOT Maintenance Division district facilities and specialized crews were busy this quarter performing roadway patching, drainage structure cleaning and repairs, roadway sweeping, grass mowing, tree trimming and removal, litter cleanup, sign installation and repair, traffic signal maintenance, and bridge maintenance along state roadways. Bridge maintenance included patching bridge decks, repairing bridge joints, chipping concrete, removing encroaching vegetation, installing temporary barrier and washing bridge surfaces and undersides.

During the third quarter, RIDOT swept 2,786 curb miles of roadway, mowed 1,621 miles of grass, repaired 137 drainage structures, cleaned 2,814 drainage structures, installed or repaired 1,647 signs, performed 4,465 hours of large debris and litter pickup (RIDOT and ACI Crews), completed 341 hours of graffiti cleanup, and completed nearly 1,000 maintenance work orders related to trees, bridges, traffic signals, and highway lighting equipment.



The RIDOT Maintenance Division continues to replace aging equipment and add new equipment to the fleet. The fleet budget for State Fiscal Year 2022 was recently provided and the RIDOT Maintenance Division is prioritizing the fleet procurement for the upcoming months.

During the third quarter, the RIDOT Maintenance Division issued 15 Physical Alteration Permits (PAPs) for residential and commercial construction impacting the State Highway Right-of-Way (ROW) and issued 278 utility permits for utility construction impacting the State Highway ROW. The PAP e-permitting system is working well and staff continue to make improvements to the system to make it even more efficient.

For facility improvement projects, LED lighting upgrades are under way for the remaining RIDOT Maintenance facilities. The Middletown Maintenance Facility improvements project has been awarded and construction will start later this year (demolish back storage buildings, build new back storage building, improvements to main front building, etc.). A project to replace the Smithfield Maintenance Facility boiler has been advertised and is in the award process. Additional maintenance facility improvement projects will be developed with the upcoming fiscal year budgets.



The RIDOT Maintenance Division continues to provide support services and resources to Rhode Island's Emergency Management Agency (RIEMA), Department of Health (RIDOH), State Police (RISP), Department of Environmental Management (RIDEM) and the Rhode Island National Guard as part of the response efforts to the COVID-19 pandemic – variable messaging along State roadways, transporting supplies and equipment, providing traffic control devices (barrier, traffic cones, barrels, signs, message boards, stickers, safety vests, etc.), supporting logistics at RIEMA headquarters, updating and protecting the maintenance personnel. All while maintaining essential highway and bridge maintenance operations.



In 2015, under new administration, RIDOT performed a review of all agency “legacy issues” and identified stormwater as an area requiring significant attention and prioritization.

Background: In 2011, the US Environmental Protection Agency (EPA) audited RIDOT for compliance with stormwater pollution controls under the Clean Water Act, which in Rhode Island is administered by the Department of Environmental Management (DEM). In May 2014, the US Department of Justice (DOJ) notified RIDOT that the EPA had requested that DOJ bring a federal court action against RIDOT for violations of conditions and limitations of its stormwater permit. The

violations focused on lack of actions related to the control of pollutants discharged to impaired water bodies, illicit discharge program development (IDDE) and screening, and good housekeeping measures such as inspection/cleaning of catch basins and street sweeping. DOJ offered RIDOT the opportunity to discuss a resolution without the need for formal litigation through execution of a consent decree. When the new RIDOT management team arrived in February of 2015, it completed negotiations of the consent decree, which became effective in December 2015. In response to the EPA audit, DOJ negotiations, and the consent decree, RIDOT created an Office of Stormwater Management (OSM) and a \$112 million ten-year Stormwater Compliance Implementation Plan.

Update: During the third quarter of FFY 2021, the Environmental Division continued its efforts to comply with the EPA Consent Decree, assist in the environmental permitting and compliance on all RIDOT projects, and to meet all MS4 obligations. The division completed numerous project design reviews, feedback for grants, continued its work on the development of a permit tracking program and database, responds to drainage and erosion issues, reviewed all state land sale proposals and physical alteration permits and performed numerous construction/final inspections throughout the quarter. The division also continued coordination with RIDEM on new stormwater technologies and RIDEM and Army Corps of Engineers for permitting.

Q3 Highlights:

- Developed catch basin repair tool for use in DOT planning bundler – reducing unknowns for Project Management
- Environmental Division staff continues to assist with efforts to update the department’s Standard Specifications for Road and Bridge Design (commonly referred to as RIDOT’s “Blue Book”)
- Held internal and external workshops for the Culvert Design Manual. Final comments have been incorporated and the manual is anticipated to roll out in August.
- Awarded the Bat Assessment Survey for future bridge projects listed on the STIP, thereby reducing unknowns for scoping.
- Established coordination meetings with Project Management, Div. of Planning and FHWA.
- Refining IDDE plan to increase efficiency and decrease costs.
- Coordinated Waste Management Closures with Project Management and has closed out 4 additional historic sites.
- Developed a division website to be used as a resource for consultants with templates and standard language for consultants.
- Statewide aerial imagery from March was added to the GIS database.
- Meetings were held with partners to begin the identification coordination of projects in the Blackstone River watershed.
- RFP issued to conduct Northern Long Eared Bat surveys in anticipation of upcoming projects to reduce scoping unknowns.
- Feasibility phase for priority 1 STUs commenced for the Kickemuit River & Mount Hope Bay, Blackstone River, and Lower West Passage.
- Created and distributed a flyer to increase interest and awareness for stormwater partnership opportunities with municipalities and other stakeholder groups.
- Several drainage repair projects were designed and bid for the upcoming 2021 construction season.

Projects

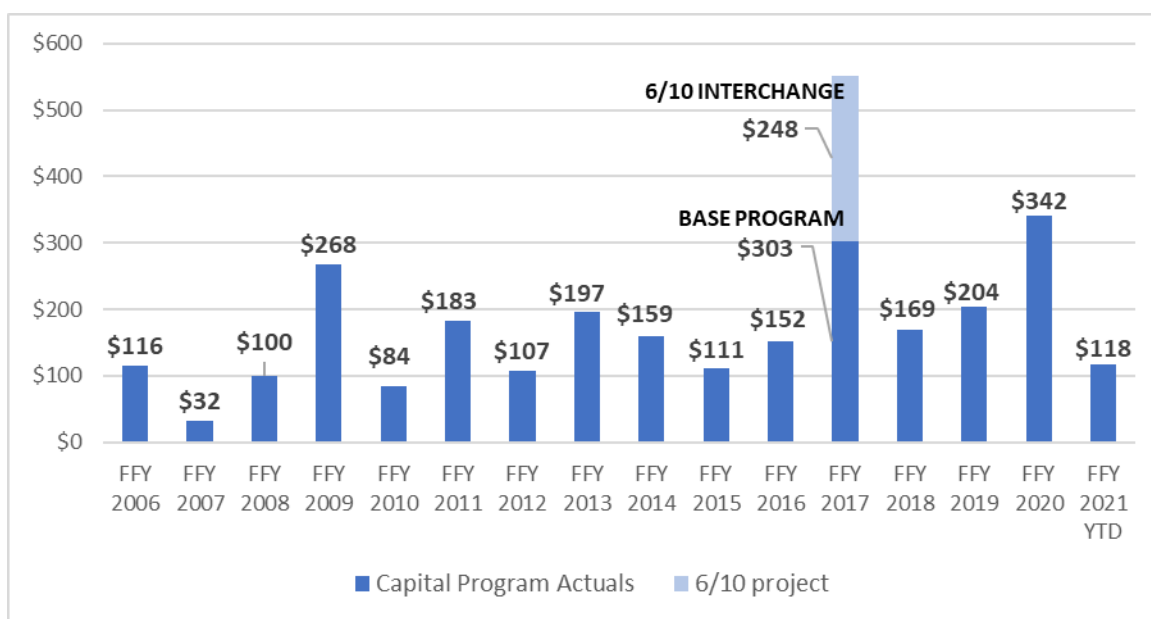
Project Performance

RIDOT is currently tracking 43 capital projects in active construction as of the end of the third quarter of FFY 2021. Projects progress through RIDOT's project delivery process as follows: first, the project is included in the capital plan; then it goes through a design phase, followed by an advertisement for construction; construction and substantial completion. Three active construction projects from the FFY 2017 class are currently late and one project is over-budget. The major contributor to this impact is the extension of the tolling contract to accommodate the gantry at the Providence Viaduct location. One active construction projects from the FFY 2018 class is over-budget. For FFY 2019, one project is both late and over-budget.

On-Time and On-Budget Project Performance by Class

	On Budget % (by Value)	On Time % (by Value)	Contract Value of projects in construction	On Budget % (by Projects)	On Time % (by Projects)	# of Projects in Construction
FFY17	94%	78%	\$ 343.9	75%	25%	4
FFY18	65%	100%	\$ 42.5	75%	100%	4
FFY19	91%	91%	\$ 162.3	92%	92%	12
FFY20	100%	100%	\$ 325.0	100%	100%	12
FFY21	100%	100%	\$ 110.5	100%	100%	11

Capital Program Construction



FFY 2021 Capital Program

PTS ID	Project	Actual/Projected Advertised Date	Engineer's Estimate at Bid Opening (in millions)	Low Bid (in millions)	Value Change (in millions)
FFY21					
2604G	HSIP-Intersection Safety Improvements - Rte 37 & Natick Ave	Oct-20	\$ 2.81	\$ 2.02	\$ (0.79)
2603F	Bridge Group 32 - I-95	Nov-20	\$ 31.33	\$ 28.90	\$ (2.43)
0050B	Pell Bridge Ramps - Phase 2	Nov-20	\$ 67.35	\$ 57.98	\$ (9.37)
0014N	Bridge Group 59C – Reconstruction of Reservoir Ave. RR Bridge	Dec-20	\$ 8.75	\$ 7.89	\$ (0.86)
0091U	HSIP - Intersection Safety - Route 6 & 7	Dec-20	\$ 3.16	\$ 2.53	\$ (0.62)
2604D	I-95 SB High Speed Lane Resurfacing (ARD)	Dec-20	\$ 0.32	\$ 0.22	\$ (0.10)
2601W	Rt 1 - Post Rd (NKS) - Drainage	Jan-21	\$ 8.81	\$ 5.54	\$ (3.27)
0201L	Bridge Group 57J - Browning Mill	Jan-21	\$ 0.83	\$ 0.60	\$ (0.24)
2603S	HSIP - Roadway Departure Mitigation - 2021	Feb-21	\$ 1.10	\$ 0.88	\$ (0.22)
0162D	SRTS - C-4 (wrn)	Feb-21	\$ 4.42	\$ 3.75	\$ (0.67)
2604A	2021 PPEST C-1	Mar-21	\$ 2.20	\$ 1.93	\$ (0.26)
2604B	2021 RAC C-1	Mar-21	\$ 1.15	\$ 1.16	\$ 0.01
2604C	2021 Crack Sealing North, South, Central Regions C-1	Mar-21	\$ 1.20	\$ 0.84	\$ (0.36)
2604M	Bridge Group 57T-10 – I-195 Washington North Phase 2	Mar-21			
0012X	I-195 Relocation - C-19 - Parks/Bridge Completion	Apr-21	\$ 0.46	\$ 0.48	\$ 0.03
0083R	Birch Swamp & Schoolhouse Rd (Market St - Long Ln)	May-21	\$ 4.11	\$ 3.70	\$ (0.41)
0131N	Salt Storage Facility - Pawtucket	May-21			
0016N	Bridge Group 35 - I-295	Jun-21			
0013D	Bridge Group 51B - Rt 37 C-3	Jun-21			
2603N	Route 146 Reconstruction	Jul-21			
0139D	Bridge Group 54B - Rt 138 Kingston Station RR	Aug-21			
0032B	Bridge Group 69E - Hunts Mills	Aug-21			
2602X	Bridge Group 45C_H - Cottrell	Sep-21			
0025Z	Intersection Safety Improvements 2019 C2	Sep-21			
0011U	Mileage Based Exit Renumbering C-4 - I-95	Sep-21			
			\$ 137.98	\$ 118.41	\$ (19.56)

FFY 2021 Non-Capital Projects (Immediate Action)

PTS ID	Project	Actual/Projected Advertised Date	Engineer's Estimate at Bid Opening (in millions)	Low Bid (in millions)	Value Change (in millions)
FFY21					
2603V	*Steel Repairs to Branch Avenue RR Bridge	Nov-20	\$ 0.50	\$ 0.18	\$ (0.32)
0073R	Statewide Striping - North	Jan-21	\$ 2.62	\$ 2.80	\$ 0.18
9008K	Statewide At-Grade Railroad Crossings	Jan-21	\$ 0.33	\$ 0.22	\$ (0.11)
2603X	Statewide Striping - East Bay	Feb-21	\$ 2.27	\$ 2.27	\$ 0.00
2604F	*Priority Steel Repairs to Bridge 061901	Apr-21	\$ 0.20	\$ 0.23	\$ 0.03
2604J	Girder Repairs to Louisquisset Pike Bridge	Apr-21	\$ 0.37	\$ 0.20	\$ (0.17)
			\$ 6.29	\$ 5.90	\$ (0.39)

NOTE: These projects typically require immediate action in order to extend the useful life of a project until the full project is programmed in the 10-year plan and have been added to the Quarterly Report as the Department strives to ensure that all projects follow the same transparency in schedule and budget. Examples of projects will include the response to critical bridge findings, statewide striping needs and other maintenance actions etc.

NOTE: *Paper Bid – projects that are not advertised through the automated procurement process

Add to FFY21:

0011U - Mileage Based Exit Renumbering C-4: I-95 (Re-Advertised)

0012X - I-195 Relocation - C-19 - Parks/Bridge Completion

Remove from FFY21:

0011S - Mileage Based Exit Renumbering C-4: I-95 (Contract Cancelled due to funding constraints)

Shifted to FFY22:

2603T – HSIP - Intersection & Crosswalks Central-South – 2022

Add to FFY22:

0131P – Salt Storage - Newport

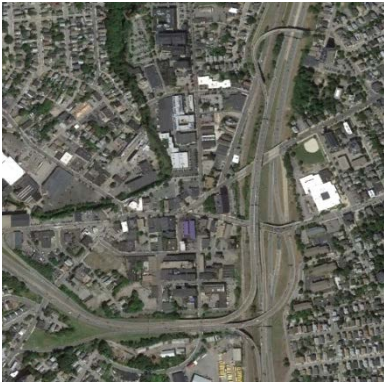
Remove from FFY22:

0013X - Bridge Group 18A

NOTE: This quarter Construction activities were impacted by COVID-19. The demand for steel has delayed several projects. Future schedule impacts will continue to be monitored.

Special Projects

The Route 6/10 Interchange



This project involves the replacement of nine bridge structures that comprise the 6/10 Interchange. Seven of the nine structures are structurally deficient. The project also involves construction of the “missing move” to allow Route 10 north traffic to access Route 6 west without traveling through Olneyville. In addition to state of good repair efforts, the project will include 1.4 miles of bike paths and make approximately an acre and a half of real estate suitable for development.

Update: During the third quarter of FFY 2021, RIDOT and the 6/10 Constructors Joint Venture continued engineering work and coordination with affected utilities and AMTRAK. New bridge decks were installed on the Tobey Street, Broadway, and Westminster Street Bridges as well as the Olneyville Bypass Bridge that connects Route 10 NB to Route 6 WB. Work also continued on the new exit ramp onto Broadway and the installation of a new drainage system. RIDOT continues to coordinate with the City of Providence.

At-Grade Railroad Crossing Program



The department oversees the Federal Highway Administration’s Highway-Rail Grade Crossing Program. This program addresses and implements safety improvements at highway-railroad grade crossings and aims to reduce the number of incidents/crashes. Eligible crossing work includes, but is not limited to signings, pavement markings, active warning devices, crossing surface improvements, grade separation, and crossing closures.

Update: RIDOT awarded a contract for the signing and striping of several statewide At-Grade Railroad crossings to bring them up to the current standards. Ordering of materials has begun. The Quonset Development Corporation has awarded seven grade crossing construction projects within Quonset. Work began in September 2020 and will be substantially complete late July/early August 2021.

RIDOT is working on project development with Providence and Worcester Railroad to upgrade two at grade crossings, advertising of this project is anticipated for fall 2021.

RIDOT is finalizing the Federal Railroad Administration’s (FRA) Highway-Rail Grade Crossing State Action Plan. This federally mandated State Action Plan must be approved by the FRA no later than February 2022.

Pawtucket/Central Falls Train Station



In 2007, the City of Pawtucket completed a feasibility study on the restoration of commuter rail service in Pawtucket, with recommendations on station locations.

Update: RIDOT and the Design/Build team for the Pawtucket/Central Falls Train Station continued moving forward on the design and construction of the project. The Issue for Construction design plan set was finalized and submitted to the State Building Commission.. Construction updates are posted monthly to the project website. Permitting and utility coordination continue.

The Route 37 and I-295 Interchange Safety Improvements Project - Cranston



The Route 37 and I-295 interchange improvements will address the safety, congestion, and weaving concerns in the interchange area and along I-295 North up to Route 6. Five of the six bridge structures will be replaced while the other is rehabilitated. A seventh new bridge structure will be added to eliminate the current on-ramp traffic merge into high speed traffic. The area along I-295 North from Route 37 to Route 6, commonly referred to as the “Cranston Canyon”, will have a third lane added to aid in the heavy congestion and on-ramp merges through the area. Rebuilding the interchange and eliminating weaves would greatly reduce traffic congestion and significantly improve safety.

Update: During this past quarter, RIDOT finalized the grant agreement with FHWA and is evaluating the request for qualifications (RFQ) team submittals. RIDOT’s design consultant continues to incorporate review comments into the request for proposal (RFP) documents. RIDOT received and is addressing FHWA comments on the draft grant agreement. For next quarter, the short list of prospective teams will be finalized and the project RFP is anticipated to be advertised.

The Route 95 North Bound Viaduct Project - Providence



Interstate 95 North through the Providence Viaduct is the most congested highway in Rhode Island. This proposed project includes the replacement of the Northbound I-95 Providence Viaduct. Rebuilding the interchange and eliminating weaves will greatly reduce traffic congestion and significantly improve safety. Three of the six bridges in the interchange that will be replaced are structurally deficient, with five additional structures being rehabilitated.

Update: During this past quarter, design efforts were advanced to the 100-percent design stage. Construction activities included concrete deck demolition of the vacant Viaduct bridge span between I-95 North and South, foundation construction for the new bridge span, and continued concrete repairs on several other bridges in the project.

Next quarter, demolition of the vacant span and construction of new piers will continue and the first half of the Smith Street Bridge will also be demolished. Utility relocation work will also begin on Park Street, between Smith and Hayes, later this summer.

Bridge Toll Facilities



A key component of the RhodeWorks infrastructure improvement plan is to assess user fees on tractor trailers to fund the reconstruction of structurally deficient bridges. This will be done by erecting All Electronic Tolling (AET) equipment at these bridge locations. The toll will be set at a level to generate enough revenue to pay for the amount of the bridge reconstruction cost proportionate to the amount of damage tractor trailers have caused.

Update: During the third quarter, RIDOT continued collecting tolls at eleven locations and continued the design on Toll Zone 5, Providence Viaduct. Revenues from active locations have been consistent and on-target with projections.

Special Projects

FHWA Ferry Boat Program



RIDOT oversees the Federal Highway Administration's Ferry Boat Program. The program is formula-based and is to be used for the construction of ferry boats and ferry terminal facilities. Funds are made available for eligible projects through the State using the data contained in the Bureau of Transportation Statistics National Census of Ferry Operations database. Each operator utilizes a publicly owned terminal facility.

Update: RIDOT continues to work with the three awarded ferry operators on eligible projects. Currently, RIDOT is working on a pilings improvement project with Interstate Navigation. Interstate Navigation anticipates advertising Summer 2021 with construction in Fall 2021. RIDOT is also working with A&R Marine to perform upgrades and repairs to the Bristol dock for the Prudence Island Ferry. A&R Marine anticipates advertisement in the Fall of 2021. RIDOT is currently designing site improvements for the Providence to Newport ferry at the India Street landing site, and anticipates solicitation for construction in this fall.

Pell Bridge Ramps Phase 2



The reconstruction of the Newport Pell Bridge Approaches (Pell Bridge Ramps Phase 2) was started to address the need to make travel into Newport easy and safe and to provide an efficient ramp system with a smaller footprint. The project will reconstruct the Pell Bridge approach ramps to improve traffic circulation, reduce queuing on the Pell Bridge and reconnect neighborhoods which are currently segmented by the current highway infrastructure. With the realignment of the approach roads and removal of excess transportation infrastructure, the project will also spur economic development as it frees up parcels of land for new development opportunities.

Update: During this past quarter, the Department awarded the contract and commenced construction on the project. The contractor mobilized to the project site and conducted preliminary road work on JT Connell south of the roundabout as well as tree trimming for the shared use path along the railroad.

Multi-Hub Project



The Multi-Hub Project will locate RIPTA bus hub activities to new facilities adjacent to the Providence Station, Kennedy Plaza, and Garrahy Courthouse in an effort to develop a downtown bus operations plan linking proposed transit centers with major employment and activity centers. RIDOT is working on this project with RIPTA, the City of Providence, and the Governor's Office.

Update: Preliminary design work is ongoing. Stakeholder coordination and public outreach will continue over the next quarter.

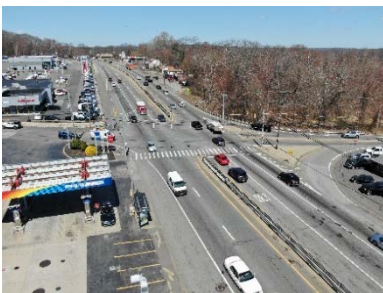
Providence-Newport Ferry Service



Recognizing the value of Narragansett Bay as both a natural and transportation asset, RIDOT implemented ferry services in 2016 following deliberations of a transit working group charged with developing options to increase Rhode Island's transit usage. While exploring many possible designations and landing sites, in an effort to test the market for ferry service, the group recommended a start-up service for the 2016 summer season (July through September) connecting Providence and Newport. RIDOT worked with the Cities of Providence and Newport on landing sites, and closely coordinated its efforts with the Rhode Island Department of Environmental Management (DEM), the Coastal Resources Management Council (CRMC), and the Rhode Island Public Utilities Commission (DPUC).

Update: RIDOT successfully kicked off the 2021 season on June 18th. The ferry will once again be serving Providence, Newport and Bristol on weekends. The service will run until Columbus Day Weekend. It is anticipated that ridership will increase over 2020 as more people get vaccinated and the state recovers from the pandemic.

Route 146 Reconstruction Project



This project has several major components, one of the largest of which is the construction of an overpass at the intersection of Rt. 146 at Sayles Hill Road. Presently, Rt. 146 is entirely access controlled except for a short stretch at Sayles Hill Road, where there is a major signalized intersection. The traffic signal introduces excessive delays during the morning and afternoon peak hours, and the new overpass will improve congestion on Rt. 146 while still maintaining access to Sayles Hill Road and local businesses through collector-distributor "CD" type roads. Other project components include but are not limited to bridge rehabilitation, bridge replacement, improving the weave area at the Rt. 99/Rt. 146 and I-295 south exit, redesigning the Rt. 146/146A interchange to a diverging diamond interchange (DDI), installation of wrong way driving detection at select ramps, implementing bus-on-shoulder signs and pavement markings from Mineral Spring Avenue to I-95, installation of high friction surface treatment at select ramps, enhance the weigh station on Rt. 146 south by adding weigh-in-motion (WIM) technology, extending RIDOT's fiber optic network for intelligent transportation systems/traffic monitoring from I-295 to the MA State line, and pavement resurfacing from I-295 to the MA State line.

Update: During the third quarter of FFY 2021, RIDOT has continued preliminary design, has reviewed responses to the Request for Qualifications (RFQ) and is in the process of shortlisting the qualified design build teams. Over the next quarter RIDOT plans to advertise the Request for Proposals (RFP) to the qualified teams. Construction is still expected to start in spring 2022.

Special Projects

Route 4 and Interstate 95 Interchange



This project involves two components, the completion of the interchange which connects Interstate 95 with Route 4 and the installation of three interchange ramps connecting Route 403 to local streets in North Kingstown. Currently, I-95 Southbound is connected to Route 4 Southbound and Route 4 Northbound is connected to I-95 Northbound. Traffic wishing to access Route 4 Southbound from I-95 Northbound or traffic wishing to access I-95 Southbound from Route 4 Northbound needs to use local roads. This additional traffic adds to congestion along Division Street and Route 2 and longer travel times for both freeway and local traffic.

The completion of missing access ramps to and from Route 403 will include the completion of the Route 403 interchange at West Davisville Road by adding an entrance ramp from West Davisville Road to Route 403 Eastbound and an exit ramp from Route 403 Westbound to West Davisville Road. Also an entrance ramp from Post Road Southbound to Route 403 Westbound will be added to provide a direct connection between these two roadways. The addition of these interchange ramps will reduce traffic on Devils Foot Road between West Davisville Road and Post Road and eliminate the need for Post Road Southbound motorists to access Route 403 Westbound via Gate Road.

Update: During the third quarter of FFY 2021, RIDOT continued to prepare NEPA documents for both components of the project and an Interchange Justification Report for the Route 4 Interstate 95 connection.

Financials

Expenditures

Actual operating expenditures totaled \$145 million in SFY20, \$29 million in Q4 SFY21, and \$136 million for SFY21.

Operating Expenditures Details (Actuals)

(In Thousands)	SFY20	SFY21Q1	SFY21Q2	SFY21Q3	SFY21Q4	SFY21
<u>Administrative</u>						
In-house Labor	\$ 25,525	\$ 6,878	\$ 6,709	\$ 5,570	\$ 5,805	\$ 24,962
Overhead Recovery	\$ (21,710)	\$ (5,965)	\$ (5,473)	\$ (4,149)	\$ (4,525)	\$ (20,112)
Consultant Contracts	\$ 1,523	\$ 600	\$ 1,782	\$ 1,178	\$ 889	\$ 4,449
Miscellaneous (Admin)	\$ 2,372	\$ 552	\$ 1,013	\$ 507	\$ 421	\$ 2,493
Pass Throughs	\$ 124	\$ 22	\$ -	\$ 30	\$ 43	\$ 95
Total Administrative	\$ 7,834	\$ 2,087	\$ 4,031	\$ 3,136	\$ 2,633	\$ 11,887
<u>Highway Maintenance**</u>						
In-house Labor	\$ 33,267	\$ 8,877	\$ 9,048	\$ 7,458	\$ 8,249	\$ 33,632
Overhead Costs	\$ 2,565	\$ 544	\$ 613	\$ 584	\$ 560	\$ 2,301
Consultant Contracts	\$ 23,616	\$ 4,026	\$ 7,017	\$ 6,551	\$ 4,013	\$ 21,607
Construction Contracts	\$ 2,611	\$ 43	\$ 1,274	\$ 227	\$ 58	\$ 1,602
Miscellaneous (Highway Maint.)	\$ 16,618	\$ 3,713	\$ 2,564	\$ 2,287	\$ 4,321	\$ 12,885
Pass Throughs	\$ 508	\$ 14	\$ 594	\$ 4	\$ 124	\$ 736
Total Highway Maintenance	\$ 79,185	\$ 17,217	\$ 21,110	\$ 17,111	\$ 17,325	\$ 72,763
<u>Safety</u>						
In-house Labor	\$ 599	\$ 123	\$ 126	\$ 115	\$ 157	\$ 521
Overhead Costs	\$ 385	\$ 121	\$ 85	\$ 77	\$ 98	\$ 381
Consultant Contracts	\$ 2,798	\$ 720	\$ 1,324	\$ 596	\$ 729	\$ 3,369
Miscellaneous (Safety)	\$ 120	\$ 27	\$ 35	\$ 20	\$ 49	\$ 131
Pass Throughs	\$ 2,851	\$ 671	\$ 1,791	\$ 1,037	\$ 1,215	\$ 4,714
Total Safety	\$ 6,753	\$ 1,662	\$ 3,361	\$ 1,845	\$ 2,248	\$ 9,116
<u>Transit Operations</u>						
Transit Operations	\$ 23,610	\$ 6,602	\$ 6,453	\$ 5,817	\$ 4,810	\$ 23,682
Total Transit Operations	\$ 23,610	\$ 6,602	\$ 6,453	\$ 5,817	\$ 4,810	\$ 23,682
<u>Winter Operations</u>						
In-house Labor	\$ 1,891	\$ -	\$ 656	\$ 1,158	\$ -	\$ 1,814
Miscellaneous (Winter)	\$ 9,995	\$ 53	\$ 377	\$ 10,077	\$ 1,242	\$ 11,749
Total Winter Operations	\$ 11,886	\$ 53	\$ 1,033	\$ 11,235	\$ 1,242	\$ 13,563
<u>Emergency Repair Projects***</u>						
In-house Labor	\$ 1,076	\$ 211	\$ 157	\$ 77	\$ 33	\$ 478
Overhead Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Consultant Contracts	\$ 963	\$ 115	\$ 129	\$ 367	\$ 48	\$ 659
Construction Contracts	\$ 12,242	\$ 1,263	\$ 548	\$ 438	\$ 190	\$ 2,439
Miscellaneous (Emergency)	\$ 1,424	\$ 130	\$ 65	\$ 20	\$ 801	\$ 1,016
Pass Throughs	\$ 3	\$ 4	\$ -	\$ -	\$ -	\$ 4
Total Emergency Repair Project	\$ 15,708	\$ 1,723	\$ 899	\$ 902	\$ 1,072	\$ 4,596
Total Operating Expenditures	\$144,976	\$ 29,344	\$ 36,887	\$ 40,046	\$ 29,330	\$ 135,607

*Expenditures derived from RIDOT's Oracle Financial Management System

**Includes bridge inspection, striping, crack sealing and chip sealing

***Expenditures directly related to emergency projects were not tracked separately until the 3rd Qtr of SFY16. Prior to that the expenditures for emergency projects were reported within the capital projects section. Based on new coding criteria for immediate need projects beginning during 1st Qtr of SFY 20, funding now reflects accurate expenditures.

****Administrative expenses were down during 3rd Qtr of SFY20 due to the processing of the annual ICR adjustment.

*****The increase in administrative consultant costs during 2nd Qtr of SFY21 marks the beginning of the court proceedings of the tolling lawsuit.

Actual capital expenditures totaled \$481 million in SFY20, \$137 million in Q4 SFY21, and \$489 million for SFY21.

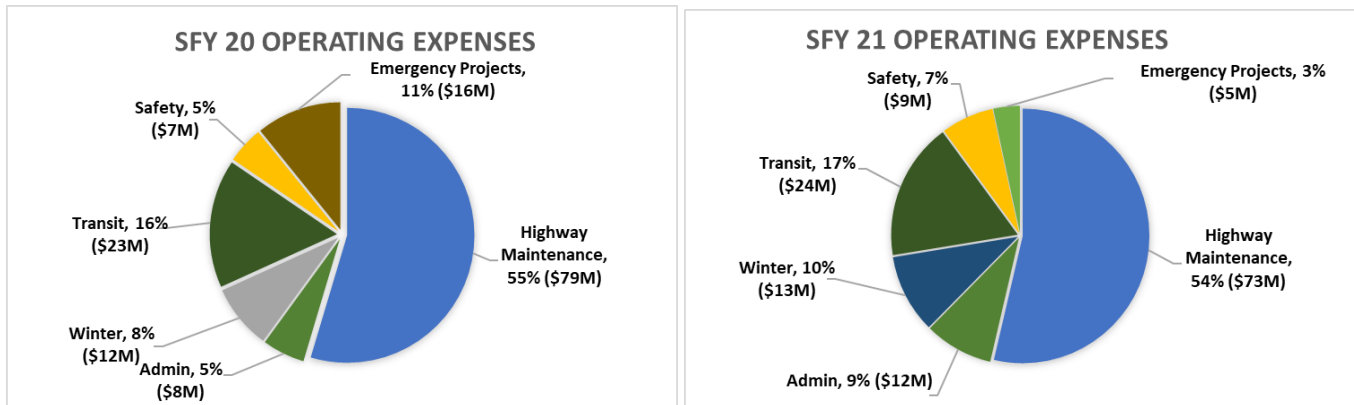
Capital Expenditures Detail (Actuals)

(In Thousands)	SFY20	SFY21Q1	SFY21Q2	SFY21Q3	SFY21Q4	SFY21
Debt						
Debt	\$ 65,854	\$ 2,135	\$ 15,963	\$ 1,852	\$ 53,643	\$ 73,593
Total Debt Service	\$ 65,854	\$ 2,135	\$ 15,963	\$ 1,852	\$ 53,643	\$ 73,593
Planning						
In House Labor	\$ 3,781	\$ 865	\$ 1,107	\$ 862	\$ 856	\$ 3,690
Overhead Recovery	\$ 2,163	\$ 507	\$ 573	\$ 466	\$ 420	\$ 1,966
Consultant Contracts	\$ 1,120	\$ 200	\$ 308	\$ 525	\$ 412	\$ 1,445
Miscellaneous (Planning)	\$ 728	\$ 339	\$ 251	\$ 175	\$ 457	\$ 1,222
Total Planning	\$ 7,792	\$ 1,911	\$ 2,239	\$ 2,028	\$ 2,145	\$ 8,323
Capital Projects						
In House Labor	\$ 28,696	\$ 8,200	\$ 7,693	\$ 5,362	\$ 6,589	\$ 27,844
Overhead Recovery	\$ 16,337	\$ 4,689	\$ 4,062	\$ 2,870	\$ 3,387	\$ 15,008
Consultant Contracts	\$ 37,124	\$ 8,801	\$ 8,116	\$ 7,132	\$ 7,103	\$ 31,152
Construction Contracts	\$ 293,957	\$ 104,462	\$ 82,747	\$ 55,270	\$ 47,809	\$ 290,288
Miscellaneous (Capital Projects)	\$ 20,930	\$ 7,464	\$ 7,529	\$ 6,545	\$ 13,776	\$ 35,314
Total Capital Projects	\$ 397,044	\$ 133,616	\$ 110,147	\$ 77,179	\$ 78,664	\$ 399,606
Capital Pass Throughs						
Pass Throughs	\$ 10,460	\$ 1,609	\$ 411	\$ 3,110	\$ 2,557	\$ 7,687
Total Capital Pass Throughs	\$ 10,460	\$ 1,609	\$ 411	\$ 3,110	\$ 2,557	\$ 7,687
Total Capital Expenditures	\$ 481,150	\$ 139,271	\$ 128,760	\$ 84,169	\$ 137,009	\$ 489,209
Total RIDOT Expenditures	\$ 626,126	\$ 168,615	\$ 165,647	\$ 124,215	\$ 166,339	\$ 624,816

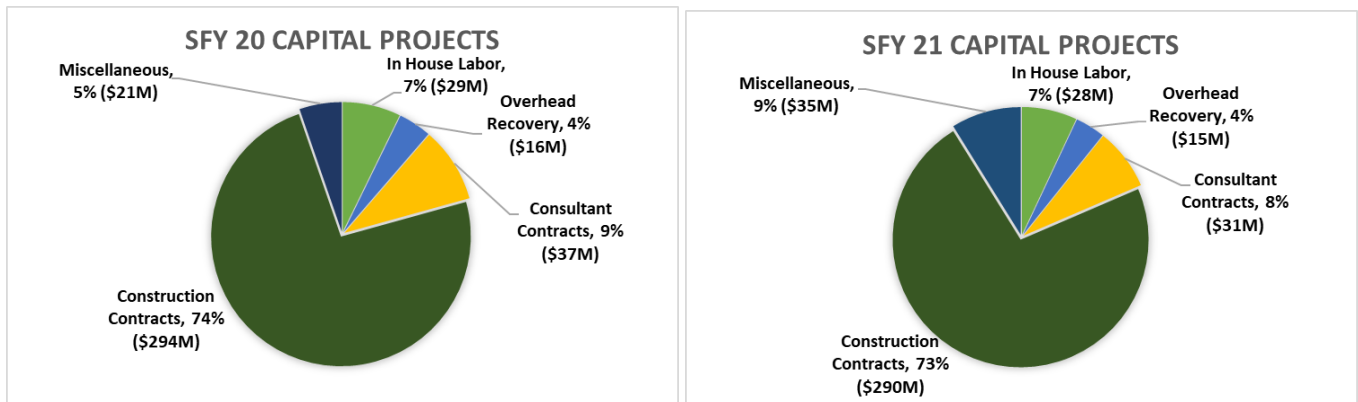
* Beginning in the 4th Qtr of SFY 19, Garvee Debt service payments are included in the Total Debt Service.

Expenditures

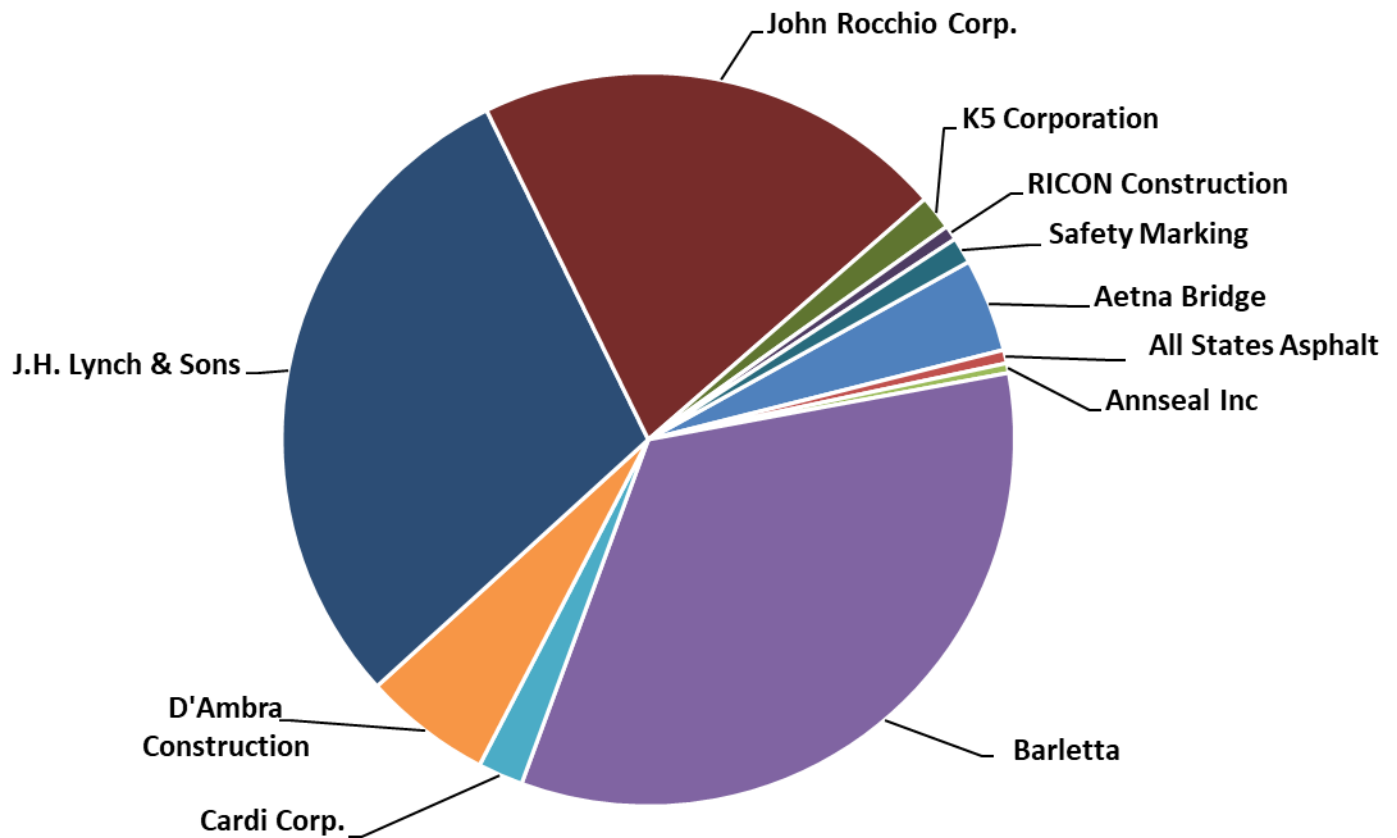
OPERATING EXPENDITURES: Operating expenditures are costs associated with the day-to-day operations of RIDOT. These costs include Highway Maintenance, Safety Programs, Administrative Expenses, Winter Operations, and Commuter Rail expenses.



CAPITAL EXPENDITURES: Capital expenditures include design, construction and oversight costs associated with capital projects, expenditures to plan capital projects and debt service on capital debt. Some operating expenditures associated with RIDOT overhead are also billed to capital projects. Capital costs other than those allocated to the construction contracts are considered “soft costs.” RIDOT’s 10 Year Plan calls for the reduction of soft costs over time to bring this portion of capital expenditures down to industry standards through the implementation of project management.



FFY 2021 (as of June 30, 2021)*



Contractor	No. of Contracts	Total Value Awarded (In Millions)
Aetna Bridge	2	\$8.121
All States Asphalt	1	\$1.164
Annseal Inc	1	\$0.841
Barletta	1	\$65.964
Cardi Corp.	5	\$3.927
D'Ambra Construction	5	\$11.099
J.H. Lynch & Sons	1	\$57.979
John Rocchio Corp.	2	\$41.088
K5 Corporation	2	\$3.015
RICON Construction	1	\$1.270
Safety Marking	1	\$2.273
Totals	22	\$196.741

*Chart contains only contractors awarded over \$500,000 in construction contracts as of June 30, 2021.

Glossary

Date Conventions:

CY: Calendar Year (January 1 – December 31)

FFY: Federal Fiscal Year (October 1 – September 30)

SFY: State Fiscal Year (July 1 – June 30)

Safety Information is collected and reported on a calendar year (**CY**) basis

Financial Information is reported on a State Fiscal Year (**SFY**) basis

All other information is reported on a Federal Fiscal Year (**FFY**) basis

Technical Definitions:

Emergency Awards: The Department occasionally faces the need for urgent response to certain situations. As defined by State Purchasing Regulations (9.6.2), an emergency is defined as follows: “An emergency shall mean a situation to which an urgent response is required. Immediate dangers to health and safety, threats to property and necessary functions, and failures of critical equipment constitute emergencies”

Advertise: The date of the public notice of the invitation for bids or request for proposals, typically posted on the State Purchasing’s website

At NTP: Notice to Proceed occurs when a Purchase Order is provided by the Owner to the Contractor authorizing work to begin

Substantial Completion: Substantial completion is reached when the work is completed so it can be safely and effectively used by the public. This may include the entire Project or a unit, or portion of the work such as a structure, an interchange, or section of road or pavement

Final Completion: Final completion is reached when all contract work is completed, including punchlist work, and all certifications have been received by the Department

LTD: Life to Date

Change Orders: A written order to the Contractor covering contingencies, extra work, increases or decreases in contract quantities, and additions or alterations to the plans or specifications within the scope of the contract, and establishing the basis of payment and time adjustments for the work affected by said change

Industry Definitions:

NHTSA: National Highway Traffic and Safety Administration

OHS: Office of Highway Safety

FARS: The Fatality Analysis Reporting System is a nationwide census providing NHTSA, Congress and the American public yearly data regarding fatal injuries suffered in motor vehicle traffic crashes

Pass throughs: Capital pass through expenditures are costs that are not directly related to capital projects but instead passed on to other entities such as other State agencies or local cities and towns for capital related costs

CMAQ: Congestion Mitigation and Air Quality

NBI: National Bridge Inventory; the Federal Highway Administration identifies bridges that are greater than 20ft and used for vehicular traffic.

NHS: National Highway System is a network of strategic highways with the US, including the Interstate Highway System and other roads service major airports, ports, rail or truck terminals, railway stations, pipeline terminals and other strategic transport facilities.

RIDOT System Quick Facts



1,191

Bridges (5+ feet) as of 6/30/21



More than

3,000

Lane miles of road



5 rail stations

18 park and rides



104,000

Traffic devices



34,000

Catch basins (approximate)



675

Total employees

(as of 6/30/21)